(64) 29
62-11

The Nantucket Steamboats

The Story of the Island Steamers. By Harry B. Turner. Illustrated. Nantucket: The Inquirer and Mirror Press.

THIS little volume has been prepared for the purpose of preserving interesting records and anecdotes in connection with the many steamboats which have run to Nantucket, from the first venture in 1818 when the "awkward little boat of about eighty tons," called the Eagle, crossed the sound, up to today, and including every boat which has followed the course of the Eagle. That famous boat has the additional distinction of having towed the first vessel into Nantucket under steam, that also in 1818. There are many entertaining stories in connection with the old Marco Bozzaris and her various excursion trips. The Telegraph was the nucleus of the Nantucket Steamboat Company's fleet, and she was followed by the Massachusetts, Eagle's Wing, Island Home and many others of more recent date. It is interesting that among all the steamboats engaged in Nantucket trade only one was built on the island, the Island Belle, which made her first trip in 1876. The largest boat in the fleet was the Gay Head, built in 1891, and more than eight times the tonnage of the first boat, the Eagle. The first steel boat to run to the island was the Uncatena, built in 1902.

The volume is well arranged and is a valuable history of a very interesting corner of the world. It contains in addition to the story of the steamboats a chronological record of freeze-ups and a story of the famous "camels," the huge floating drydocks that used to carry ships over the bar, where the water so decreased in depth that Nantucket eventually lost her shipping.

Boston Transcript
Dec. 19, 1910.

Messrs. Constable announce for publication in connection with the University of Liverpool School of Local History and Records a work entitled "The Place-Names of Lancashire: Their Origin and History," by Professor H. C. Wyld and Dr. T. O.

—The Nantucket Inquirer and Mirror is publishing an interesting series of articles from the pen of H. B. Turner on "Nantucket's Steamboats," which is very interesting, and if the writer's memory is correct concerning the matter the little oil painting in Pilgrim Hall is of that same Eagle which plied in Nantucket Sound, and later between Boston and Hingham and made some trips here.

The Inquirer and Mirror of Nantucket has been running a series of articles on the early steamboats that plied between the island and the mainland. These are very interesting articles and are well worth readin by all interested in the island.

Falmouth Enterprise.

NANTUCKET STEAMBOATS

The Old Steamer Island Home and Her Gallant Captain

The last issue of the Nantucket Inquirer and Mirror contained the following interesting sketch of the advent of the steamer Island Home on the Nantucket-Hyannis route in 1854, and her gallant captain, Nathan N. Manter, who commanded for over thirty years. The extracts we make are from the series of articles by Mr. B. H. Turner on "Nantucket's Steamboats:"

When the project of continuing the railroad down the Cape to Hyannis was announced in 1854, the Nantucket Steamboat Company, under the impression that Hyannis would prove a much more desirable terminus for the island route than New Bedford, with a shorter passage and better connections with Boston, decided to run the "Massachusetts" to and from that place, abandoning the New Bedford line, and using the "Telegraph" as a spare boat. The "Massachusetts" made her first trip on the Hyannis route October 9, 1854, under command of Capt. Thomas Brown.

The original Nantucket Steamboat Company continued its existence until 1855, operating the "Massachusetts" between Nantucket and Hyannis, but in August of that year a consolidation was effected with the "Nantucket & Cape Cod Steamboat Company," which had been formed by the joint efforts of Nantucket and Hyannis capitalists and was having built for this route the new steamer "Island Home." The financial struggles of the old steamboat company ended when it merged into the "Nantucket & Cape Cod Steamboat Company," and the latter continued to exist until 1886, when the "New Bedford, Marthas Vineyard & Nantucket Steamboat Company (the present active corporation) resulted from the consolidation of the "Nan-

sick list.

Mrs. Isaiah Fisher has been on the sick list with acute indigestion.

Mr. Fred Williams has been very ill at home the past week, and for a while was on the sick list.

Forest Burlingame has entered the employ of C. H. Fuller and will learn the barber trade.

Mr. and Mrs. Phillip Lacey and family have moved to New Bedford.

Mr. and Mrs. Geo. Savery were in New Bedford one day recently.

Mr. Bertram Ryder spent Sunday with friends in Barnstable.

COTUIT HIGHLANDS.

That was a joyful meeting that occurred a short time ago, when Mr. Elton Cash arrived home from China. He was in the Naval steamer Cleveland, and had been gone four years: Mr. Cash and his mother were in Boston last week.

We are glad to see Mr. George Sissom out again, after his prolonged sickness.

Mr. Howard Dottridge fell fifteen feet last week from Mr. Horace Sears' new house but was fortunate to escape serious injury.

Mrs. Howard Dottridge fell fifteen feet last week from Mr. Horace Sears' new house but was fortunate to escape serious injury.

Mr. Fred Williams has been very ill at home the past week, and for a while was on the sick list.

Forest Burlingame has entered the employ of C. H. Fuller and will learn the barber trade.

Mr. and Mrs. Phillip Lacey and family have moved to New Bedford.

Mr. and Mrs. Geo. Savery were in New Bedford one day recently.

Mr. Bertram Ryder spent Sunday with friends in Barnstable.

The Sun.

TUESDAY, DECEMBER 27, 1910.

Entered at the Post Office at New York as Second Class Mail Matter.

A Voice From Nantucket.

A timely offering at this Christmas season turns the thoughts from the attractions of the theatres and the enticements of department store bargains to that delightful and reasonably self-complacent island of Nantucket, twenty-six miles out at sea, and, if the winter is hard enough, likely to be shut off for weeks from the news and pother of the busy world. The natives are cuddling all by themselves now, rid of lucrative but disturbing coofers, and the church sociables and literary societies are in full blast, while our esteemed contemporary the *Inquirer and Mirror* provides them weekly with all the news they care for. The pupils in Admiral ISRAEL COFFIN'S school are imbibing the knowledge that will enable them to make their way on the mainland, and the guardians of MARIA MITCHELL'S house and the old windmill, and the oldest house on the island, and the museum, and the other fifteen cent attractions are resting from their labors in taking in coofer coin. Even the "Peanut man" finds leisure now to turn to poetry. Only the life savers at their stations, from Maddequit and Sankaty to Coatue and Great Point, are kept busy at their winter work.

This then is the appropriate time for Mr. HARRY B. TURNER to present to all true Nantucketers "The Story of the

Owen Moran is ready to fight Ad Wolgast for the lightweight championship of the world in London. His manager, Charles J. Harvey, after reading in Sunday's SUN the offer of Hugh D. McIntosh to hang up a $15,000 purse for the fight to be held at his new Olympia Club, sent the following telegram from Pittsburg to THE SUN yesterday:

"Hugh McIntosh offers $15,000 purse for Moran-Wolgast match for Olympia, London. Moran ready. How about Wolgast?"

Ready to Fight Wolgast for $15,000 Purse in London.

MORAN ACCEPTS OFFER.

Final Round—N. W. Tilton, half 30, defeated Fulton Cutting, Jr., minus half 15, 6—1, 6—4.

The Vineyard Gazette

EDGARTOWN, Mass., June 9, 1910.

"The Story of the Island Steamers."

There has just been issued by the Inquirer and Mirror Press of Nantucket, Mass., "The Story of the Island Steamers," by Harry B. Turner, a handsomely bound and illustrated book of 125 pages, which gives interestingly the account of steam transportation between the islands of Nantucket and Martha's Vineyard and the mainland, beginning, in the year 1818 and coming down to the present time. Mr. Turner has given the two islands an entertaining and valuable volume, and it should be in the homes of all citizens of Nantucket and the Vineyard and we predict will be eagerly sought after by the thousands who are linked by kinship and other interests with the two islands. As a thoroughly good thing, we congratulate both the author and the publishers. Following is a list of the fine illustrations, all full page, which embellish the nearly 100 pages of fascinating story:

Wreck of the Steamer "Monohansett" on the rocks at Misery Island, Salem Harbor, in June, 1904. A total loss.

Steamer "Eagle," the first steamer to cross Nantucket Sound. Built in 1818.

Steamer "Hamilton," which could stem neither wind nor tide. Built in 1828.

Steamer "Telegraph," built in 1833. Length 129 feet 6 inches.

Portrait of Capt. William M. Eldridge, sole survivor of ship "Joseph Starbuck," wrecked on Nantucket Bar, Nov. 27, 1842.

Steamer "Massachusetts," built in 1842. Length 161 feet 2 inches.

Portrait of Charles H. Davis, who served on the "Eagle's Wing."

Steamer "Island Home," built in 1855. Length 184 feet.

Portrait of Capt. Nathan H. Manter, the well-known old time steamboat master.

Steamer "John W. D. Pentz," (the old "Massachusetts") at Alexandria, Va., wharf, in 1863.

The old steamers "Bradford Durfee" and "Canonicus," lying at a wharf in Fal River. The "Bradford Durfee" was the steamer which brought relief to Nantucket at the time of the fire in 1846.

Steamer "Naushon," built in 1845. In 1848 this steamer became the "News Boy."

Steamer "Metacomet," built at New York in 1854, of 395 tons.

Steamer "Monohansett," in the ice off Nantucket Feb. 17, 1899.

Steamer "River Queen," built in 1864.

Steamer "Martha's Vineyard," built in 1871. Length 171 feet.

Steamer "Nantucket," built in 1886. Length 190 feet.

Steamer [illegible] of them all. By [illegible] seen dividing the earnings of [illegible] of rugged mortals might have [illegible] in a cot at 6, and every evening a [illegible] could sleep on the door at 3 sous [illegible] as an inn kept by a Greek in which [illegible] "In a dirty alley just off the place [illegible] on.

The Nantucket Steamboats

The Story of the Island Steamers. By Harry B. Turner. Illustrated. Nantucket: The Inquirer and Mirror Press.

THIS little volume has been prepared for the purpose of preserving interesting records and anecdotes in connection with the many steamboats which have run to Nantucket, from the first venture in 1818 when the "awkward little boat of about eighty tons," called the Eagle, crossed the sound, up to today, and including every boat which has followed the course of the Eagle. That famous boat has the additional distinction of having towed the first vessel into Nantucket under steam, that also in 1818. There are many entertaining stories in connection with the old Marco Bozzaris and her various excursion trips. The Telegraph was the nucleus of the Nantucket Steamboat Company's fleet, and she was followed by the Massachusetts, Eagle's Wing, Island Home and many others of more recent date. It is interesting that among all the steamboats engaged in Nantucket trade only one was built on the island, the Island Belle, which made her first trip in 1876. The largest boat in the fleet was the Gay Head, built in 1891, and more than eight times the tonnage of the first boat, the Eagle. The first steel boat to run to the island was the Uncatena, built in 1902.

The volume is well arranged and is a valuable history of a very interesting corner of the world. It contains in addition to the story of the steamboats a chronological record of freeze-ups and a story of the famous "camels," the huge floating drydocks that used to carry ships over the bar, where the water so decreased in depth that Nantucket eventually lost her shipping.

Messrs. Constable announce for publication in connection with the University of Liverpool School of Local History and Records a work entitled "The Place-names of Lancashire: Their Origin and History," by Professor H. C. Wyld and Dr. T. O.

Boston Transcript Dec. 19, 1910.

—The Nantucket Inquirer and Mirror is publishing an interesting series of articles from the pen of H. B. Turner on "Nantucket's Steamboats," which is very interesting, and if the writer's memory is correct concerning the matter the little oil painting in Pilgrim Hall is of that same Eagle which plied in Nantucket Sound, and later between Boston and Hingham and made some trips here.

The Inquirer and Mirror of Nantucket has been running a series of articles on the early steamboats that plied between the island and the mainland. These are very interesting articles and are well worth readin by all interested in the island. Falmouth Enterprise.

NANTUCKET STEAMBOATS

The Old Steamer Island Home and Her Gallant Captain

The last issue of the Nantucket Inquirer and Mirror contained the following interesting sketch of the advent of the steamer Island Home on the Nantucket-Hyannis route in 1854, and her gallant captain, Nathan N. Manter, who commanded for over thirty years. The extracts we make are from the series of articles by Mr. B. H. Turner on "Nantucket's Steamboats:"

When the project of continuing the railroad down the Cape to Hyannis was announced in 1854, the Nantucket Steamboat Company, under the impression that Hyannis would prove a much more desirable terminus for the island route than New Bedford, with a shorter passage and better connections with Boston, decided to run the "Massachusetts" to and from that place, abandoning the New Bedford line, and using the "Telegraph" as a spare boat. The "Massachusetts" made her first trip on the Hyannis route October 9, 1854, under command of Capt. Thomas Brown.

The original Nantucket Steamboat Company continued its existence until 1855, operating the "Massachusetts" between Nantucket and Hyannis, but in August of that year a consolidation was effected with the "Nantucket & Cape Cod Steamboat Company," which had been formed by the joint efforts of Nantucket and Hyannis capitalists and was having built for this route the new steamer "Island Home." The financial struggles of the old steamboat company ended when it merged into the "Nantucket & Cape Cod Steamboat Company," and the latter continued to exist until 1886, when the "New Bedford, Marthas Vineyard & Nantucket Steamboat Company (the present active corporation) resulted from the consolidation of the "Nantucket & Cape Cod Steamboat Company" with the "New Bedford, Marthas Vineyard & Nantucket Steamboat Company."

The steamer "Massachusetts" ran on the Nantucket route until the "Island Home" was ready for service, and made her last trip to and from Hyannis on the 5th of September, the "Island Home" making her first trip the following day—September 6, 1855.

Although the "Island Home" was first commanded by Capt. Thomas Brown, the real history she made for herself was with Capt. Nathan Manter at the helm and the name and memory of the "Island Home" and "Cap'n Manter" will long live in the minds of all Nantucketers. The old steamer and her bluff, but good-natured skipper, fought many a battle with the elements, weathered many a gale, butted many an ice-field, and won more laurels for herself than any other craft that ever cruised the waters of New England. She continued on the Nantucket-Hyannis route until the completion of the Woods Hole branch of the railroad, when her terminus was changed from Hyannis to that place. The "Island Home's" first trip on this new route was made on the 18th of July 1872.

Captain Nathan H. Manter was born in Nantucket, May 18, 1818—the year the first steamboat, the little "Eagle," ploughed the waters of Nantucket sound—his birth preceding her arrival by just about a month He lived to witness many changes in the island steamboat service and his record as a captain was one any man might be proud of.

He retired from active service on the island steamers in 1891, having been in the employ of the island steamers about forty years, thirty of which he had spent at the helm of the "Island Home." According to his own estimate he had rounded Brant point more than forty thousand times—and this without serious loss or mishap of any kind, although he passed through many trying experiences that tested his courage as a man as well as his skill as a mariner.

His death occurred on February 6th 1897, at the age of 78 years, 9 months, and the pall-bearers who lowered the remains of the venerable captain to their last resting place were four men who had served as officers with him on the "Island Home."

The Sun.

TUESDAY, DECEMBER 27, 1910.

Entered at the Post Office at New York as Second Class Mail Matter.

A Voice From Nantucket.

A timely offering at this Christmas season turns the thoughts from the attractions of the theatres and the enticements of department store bargains to that delightful and reasonably self-complacent island of Nantucket, twenty-six miles out at sea, and, if the winter is hard enough, likely to be shut off for weeks from the news and pother of the busy world. The natives are cuddling all by themselves now, rid of lucrative but disturbing coofers, and the church sociables and literary societies are in full blast, while our esteemed contemporary the *Inquirer and Mirror* provides them weekly with all the news they care for. The pupils in Admiral ISRAEL COFFIN'S school are imbibing the knowledge that will enable them to make their way on the mainland, and the guardians of MARIA MITCHELL'S house and the old windmill, and the oldest house on the island, and the museum, and the other fifteen cent attractions are resting from their labors in taking in coofer coin. Even the "Peanut man" finds leisure now to turn to poetry. Only the life savers at their stations, from Maddequit and Sankaty to Coatue and Great Point, are kept busy at their winter work.

This then is the appropriate time for Mr. HARRY B. TURNER to present to all true Nantucketers "The Story of the Island Steamers," which the *Inquirer and Mirror* publishes and for most of the information in which its files are the source. It goes back to the happy days when Nantucket was an important seaport, with its whaling fleet and its shipbuilding, a period to which every Nantucket tale harks back and which has left its mark in many a comfortable brick mansion in its quiet streets. It is a respectable and romantic past to look back to, though we doubt whether the present neat islanders, with their spick and span houses, their trim gardens and their conspicuous "Keep Our Town Clean" rubbish barrels, and their pride in keeping the devil-wagons off their sands, would have felt comfortable in the bustle and confusion and dirt that formed part of the whaling days. Like the fire of 1846, they are something to boast of and not for modern use.

The steamer traffic began with the little Eagle in 1818 which made the trip between New Bedford and the island [illegible] eight hours and some minutes, not so much behind the time of the modern [illegible] Head. Then there is the record of [illegible] Island Home that was the chief [illegible] of communication with Nan- [illegible] for forty years, when Hyannis was the mainland port. They pre- [illegible] some fragments of the old boat in [illegible] island museum. After that come the [illegible] steamers known to modern travellers. [illegible] more interesting than the steamer history, however, is the record of the times when Nantucket has been frozen up; years when the ice stretched out so far that the water could not be seen from the island, times when passengers and mails would only be landed on the ice miles out. Those were days when the islanders were left to their own resources, when for a week or ten days at a time they could get no news of the outside world. There was an instance two years ago.

We should envy these idyllic conditions and feel like secluding ourselves in newsless Nantucket more if the island did not possess that destroyer of ocean rest, the wireless telegraph. Sconset is a main station for the sea, and lesser lines are in touch with the Massachusetts coast, so that even if the winter freezes Nantucket in, the hum of the world reaches it now.

The Vineyard Gazette

EDGARTOWN, Mass., June 9, 1910.

"The Story of the Island Steamers."

There has just been issued by the Inquirer and Mirror Press of Nantucket, Mass., "The Story of the Island Steamers," by Harry B. Turner, a handsomely bound and illustrated book of 125 pages, which gives interestingly the account of steam transportation between the islands of Nantucket and Martha's Vineyard and the mainland, beginning, in the year 1818 and coming down to the present time. Mr. Turner has given the two islands an entertaining and valuable volume, and it should be in the homes of all citizens of Nantucket and the Vineyard and we predict will be eagerly sought after by the thousands who are linked by kinship and other interests with the two islands. As a thoroughly good thing, we congratulate both the author and the publishers. Following is a list of the fine illustrations, all full page, which embellish the nearly 100 pages of fascinating story:

Wreck of the Steamer "Monohansett" on the rocks at Misery Island, Salem Harbor, in June, 1904. A total loss.

Steamer "Eagle," the first steamer to cross Nantucket Sound. Built in 1818.

Steamer "Hamilton," which could stem neither wind nor tide. Built in 1828.

Steamer "Telegraph," built in 1833. Length 129 feet 6 inches.

Portrait of Capt. William M. Eldridge, sole survivor of ship "Joseph Starbuck," wrecked on Nantucket Bar, Nov. 27, 1842.

Steamer "Massachusetts," built in 1842. Length 161 feet 2 inches.

Portrait of Charles H. Davis, who served on the "Eagle's Wing."

Steamer "Island Home," built in 1855. Length 184 feet.

Portrait of Capt. Nathan H. Manter, the well-known old time steamboat master.

Steamer "John W. D. Pentz," (the old "Massachusetts") at Alexandria, Va., wharf, in 1863.

The old steamers "Bradford Durfee" and "Canonicus," lying at a wharf in Fal River. The "Bradford Durfee" was the steamer which brought relief to Nantucket at the time of the fire in 1846.

Steamer "Naushon," built in 1845. In 1848 this steamer became the "News Boy."

Steamer "Metacomet," built at New York in 1854, of 395 tons.

Steamer "Monohansett," in the ice off Nantucket Feb. 17, 1899.

Steamer "River Queen," built in 1864.

Steamer "Martha's Vineyard," built in 1871. Length 171 feet.

Steamer "Nantucket," built in 1886. Length 190 feet.

[illegible] of the boat [illegible]
[illegible] view to be a corporate body. By [illegible]
[illegible] job here and there I contributed my [illegible]
[illegible] share to the common fund, and be- [illegible]
[illegible] veen us we fought off Gaunt Starva- [illegible]
[illegible] tion.
"In a dirty alley just off the place [illegible]
[illegible] as an inn kept by a Greek in which [illegible]
[illegible] he could sleep on the floor at 3 sous [illegible]
[illegible] in a cot at 6, and every evening a [illegible]
[illegible] nd of ragged mortals might have [illegible]
[illegible] en seen dividing the earnings of

New Bedford Standard

THE EVENING

FREE PUBLIC LIBRARY.

New Books Which Have Been Added During the Past Week.

The circulation of books for the past week was 2,420. Books were added during the week ending June 11, as follows;

GENERAL WORKS.

Boston Evening Transcript. Sept.—Oct. 1909.

Dana, John Cotton.
Modern American library economy as illustrated by the Newark, N. J. Free Public library. Part 5, School department; Section 1, School department room. 1910. 020-D192W

Ladies' Home Journal. v. 25. 050-L119

New Bedford Evening Standard. Oct.—Dec. 1909.

New Bedford Morning Mercury. Oct.—Dec. 1909.

New Bedford Sunday Standard. Oct.—Dec 1909.

Rochester Reprints.
Continuation of the narrative of the Indian Charity School begun in Lebanon in Connecticut; now incorporated with Dartmouth College in Hanover in the province of New Hampshire. vs. 7, 8, 9. 1773. 090-R585

RELIGION.

Pfleiderer, Otto.
Development of Christianity. 1910. 270.1-P48D

SOCIOLOGY.

Bryan, William Jennings.
Speeches of William Jennings Bryan; revised and arranged by himself. 1909. 308-B842S

Fairlie, John Archibald.
Essays in municipal administration. 1908. 352-F166E

Goodnow, Frank Johnson.
Municipal government. 1909. 352-G62MG

Hart, Albert Bushnell.
Southern South. 1910. 326-H256S

Howe, Frederic Clemson.
Privilege and democracy in America. 1910. 321.4-H834P

Laughlin, James Laurence.
Latter day problems. 1909. 330-L36L

Lindsey, Benjamin Barr, and O'Higgins, Harvey Jerrold.
Beast (The). 1910. 351.6-L646B

System Company.
How to sell more fire insurance. 1910. 368.1-SY86H
How to sell more life insurance. 1910. 368.3-SY86H

United States Official Congressional Directory.
61st congress, 2d session, 3d edition. Corrections made to April 7, 1910. 328.73-C76

United States. War Department.
United States reservations, national cemeteries, and military parks. 1910. 353.6-M13

White, William Allen.
Old order changeth; view of American democracy. 1910. 321.8-W584O

EDUCATION.

Beebe, Ella M.
Picture primer. 1910. 372.4-B396P

statue of Rear Admiral John Ancrum Winslow. May 8, 1909. B-W731M

BIOGRAPHY—COLLECTIVE: INCLUDING GENEALOGY AND HERALDRY.

Hitching, F. K., and Hitching, S.
References to English surnames in 1601; an index giving about 19,650 references to surnames contained in the printed registers of 778 English parishes during the first year of the 17th century. 1910. 929.4-H632R

Mabie, Hamilton Wright, editor.
Heroines. (Children's library). 920-M109HE

DESCRIPTION AND TRAVEL.

Bangor and Aroostook Railroad, publisher.
In the Maine woods. 1910. 917.41-C61I

Blakeslee, George Hubbard.
China and the Far East; Clark university lectures. 1910. 915.1-C322C

Cecil, Lord (Rupert) William (Ernest) Gascoyne—and Cecil, Florence Mary Bootle-Wilbraham) Lady.
Changing China. 1910. 915.1-C322C

Liddell, T. Hodgson.
China; its marvel and mystery. 1910. 915.1-L615C

Thomson, John Stuart.
Chinese, (The) 1909. 915.1-T382C

Tomlinson, Everett Titsworth.
British Isles. 1909. 914.2-T595B

HISTORY.

Bradley-Birt, Francis Bradley.
Through Persia, from the gulf to the Caspian. 1909. 915.5-B724T

Leupp, Francis Ellington.
Indian and his problem. 1910. 970.1-L575I

Saleeby, Najeeb M.
History of Sulu; Bureau of Science. Division of Ethnology Publications. v. 4, pt. 2. 1908. 991.41-SA34H

Skelton, Edward Oliver.
Story of New England, illustrated; being a narrative of the principal events from the arrival of the Pilgrims in 1620, and of the Puritans in 1624 to the present time. 1910. 974.4-SK16S

Tappan, Eva March.
European hero stories. 1909. 940-T165E

Turner, Harry B.
Story of the Island steamers [Nantucket.] 1910. 974.41-N157T

FICTION.

Beach, Rex.
Going some. 1910. B353G

Brady, Cyrus Townsend.
Blue ocean's daughter. 1907. B726B

Brown, Katharine Holland.
Philippa at Halcyon. 1910. B815P

Comfort, Will Levington.
Routledge rides alone. 1910. C7294R

Coulevain, Pllerre de.
On the branch, translated by Alys Hallard. 1910. C829570

Crichton, F. E.
Peep-in-the-world. 1909. C865

Lincoln, Joseph Crosby.

New Bedford Standard, July 8, 1910.

A FEW NEW BOOKS.

THE INTERESTING STORY OF THE ISLAND STEAMERS.

Poems in the Provencal by the Father of Rev. M. C. Julien—Volumes on Various Topics for Readers of Various Tastes and Sentiments.

A history of the steamers which ance of his habit to talk out wha[t] was on his mind to any one in whon[m] he had the slightest degree of con[fi]dence. said to the Old Political Re[-]

Do You Want a GOOD

1683 ACUSHNE[T]

Thomas[on]

Come and See Me

About that two-tenement house on Studley street. Price has been reduced for a quick sale, as the owner is going

one interested in corner lots on avenue would do well to look

a number of farms on that I would be pleased time to prospective

M. A. Williams

Real Estate Agent, 498 Bolton St.
Bell Phone 1322-31. Auto. 3432.

A Cottage house at 121 Fair street for $3,500.

FOR $4800

A good 2-tenement house, 167 Grinnell street. Let me tell you about it.

FOR SALE

That fine 10-room house on Sherman st., equipped with electric lights and all modern improvements. This is a splendid opportunity to buy a good home.

EBEN S. PERRY,

199 Maxfield St. Bell Tel. 1029-12.

Other residential property in all parts of the city.

On Smith street between Summer and County, an eight-room cottage with about 11 rods of land. This property is offered at a low figure and must be sold at once.

NANTUCKET "CAMELS."

IN 1842 a unique marine institution made its appearance in Nantucket, and bore the name of "camels." The camels, writes H. B. Turner in "The Story of the Island Steamers," were really huge floating dry docks for carrying ships over the bar, where the depth of water had been gradually decreasing since 1830.

Being flat-bottomed, the camels could float in water very much shallower than a loaded ship required. They were like two long, large boxes floating side by side, and held together at the ends by large iron chains. The outer sides were almost straight up and down, but the inner sides were curved, making, when the two sections were drawn together, an interior basin, just the shape of the bottom of a ship.

The plan was for the camels to be separated far enough to allow the ship to be hauled into the basin between the two sections, then to be drawn and held fastened together by the chains, holding the ship between them, so that the camels and the ship could then be towed over the shallow places in the channel to the wharf, as a heavy load might be carried over a desert upon the backs of two camels walking side by side.

The use of camels for transporting ships was no new experiment, as they were used in Holland as early as 1688. They were first built by the Dutch at Amsterdam, for the purpose of taking large ships over the Pampas, a passage between two sand-banks in the Zuyder Zee. The Russians also used camels for taking their large ships over the shoals that were formed at Neva. Camels were also used at Venice, and at each of these places they were handled successfully and with profit.

Youths Companion
March 2, 1911

H. B. Turner's series of articles on "Nantucket's Steamboats," now running in the Inquirer and Mirror, will appeal to all familiar with the island. Besides being of historic value they make good reading and form entertaining chapters in the story of early steamboating on this coast. Mr. Turner must have given much time to collecting his facts and he has woven them into a sea yarn of exceptional interest.

Brockton Enterprise

The Early Steamboats.

The Nantucket Inquirer and Mirror is to be congratulated upon the very interesting illustrated articles (copyrighted) it is printing, entitled "Nantucket's Steamboats." The series began in its issue of March 5th and has continued weekly since. We hope the publishers will issue this series of articles complete in book or pamphlet form, as it could not fail to command a ready sale and be very valuable for permanent record.

Edgartown Gazette

New Bedford Standard

THE EVENING

FREE PUBLIC LIBRARY.

New Books Which Have Been Added During the Past Week.

The circulation of books for the past week was 2,420. Books were added during the week ending June 11, as follows;

GENERAL WORKS.

Boston Evening Transcript. Sept.—Oct. 1909.

Dana, John Cotton.
Modern American library economy as illustrated by the Newark, N. J. Free Public library. Part 5, School department; Section 1, School department room. 1910. 020-D192W

Ladies' Home Journal. v. 25. 050-L119

New Bedford Evening Standard. Oct.—Dec. 1909.

New Bedford Morning Meroury. Oct.—Dec. 1909.

New Bedford Sunday Standard. Oct. —Dec 1909.

Rochester Reprints.
Continuation of the narrative of the Indian Charity School begun in Lebanon in Connecticut; now incorporated with Dartmouth College in Hanover in the province of New Hampshire. vs. 7, 8, 9. 1773. 090-R585

RELIGION.

Pfleiderer, Otto.
Development of Christianity. 1910. 270.1-P48D

SOCIOLOGY.

Bryan, William Jennings.
Speeches of William Jennings Bryan; revised and arranged by himself. 1909. 308-B842S

Fairlie, John Archibald.
Essays in municipal administration. 1908. 352-F166E

Goodnow, Frank Johnson.
Municipal government. 1909. 352-G62MG

Hart, Albert Bushnell.
Southern South. 1910. 326-H256S

Howe, Frederic Clemson.
Privilege and democracy in America. 1910. 321.4-H834P

Laughlin, James Laurence.
Latter day problems. 1909. 330-L35L

Lindsey, Benjamin Barr, and O'Higgins, Harvey Jerrold.
Beast (The). 1910. 351.6-L646B

System Company.
How to sell more fire insurance. 1910. 368.1-SY86H
How to sell more life insurance. 1910. 368.3-SY86H

United States Official Congressional Directory.
61st congress, 2d session, 3d edition. Corrections made to April 7, 1910. 328.73-C76

United States. War Department.
United States reservations, national cemeteries, and military parks. 1910. 353.6-M13

White, William Allen.
Old order changeth; view of American democracy. 1910. 321.8-W584O

EDUCATION.

Beebe, Ella M.
Picture primer. 1910. 372.4-B396P

statue of Rear Admiral John Ancrum Winslow. May 8, 1909. B-W731M

BIOGRAPHY—COLLECTIVE: INCLUDING GENEALOGY AND HERALDRY.

Hitching, F. K., and Hitching, S.
References to English surnames in 1601; an index giving about 19,650 references to surnames contained in the printed registers of 778 English parishes during the first year of the 17th century. 1910. 929.4-H632R

Mabie, Hamilton Wright, editor.
Heroines. (Children's library). 920-M109HE

DESCRIPTION AND TRAVEL.

Bangor and Aroostook Railroad, publisher.
In the Maine woods. 1910. 917.41-C61I

Blakeslee, George Hubbard.
China and the Far East; Clark university lectures. 1910. 915.1-C322C

Cecil, Lord (Rupert) William (Ernest) Gascoyne—and Cecil, Florence Mary Bootle-Wilbraham) Lady.
Changing China. 1910. 915.1-C322C

Liddell, T. Hodgson.
China: its marvel and mystery. 1910. 915.1-L615C

Thomson, John Stuart.
Chinese, (The) 1909. 915.1-T382C

Tomlinson, Everett Titsworth.
British Isles. 1909. 914.2-T595B

HISTORY.

Bradley-Birt, Francis Bradley.
Through Persia, from the gulf to the Caspian. 1909. 915.5-B724T

Leupp, Francis Ellington.
Indian and his problem. 1910. 970.1-L575I

Saleeby, Najeeh M.
History of Sulu; Bureau of Science. Division of Ethnology publications. v. 4, pt. 2. 1908. 991.41-SA34H

Skelton, Edward Oliver.
Story of New England, illustrated; being a narrative of the principal events from the arrival of the Pilgrims in 1620, and of the Puritans in 1624 to the present time. 1910. 974.4-SK26S

Tappan, Eva March.
European hero stories. 1909. 940-T165E

Turner, Harry B.
Story of the Island steamers [Nantucket.] 1910. 974.41-N157T

FICTION.

Beach, Rex.
Going some. 1910. B353G

Brady, Cyrus Townsend.
Blue ocean's daughter. 1907. B726B

Brown, Katharine Holland.
Philippa at Halcyon. 1910. B815P

Comfort, Will Levington.
Routledge rides alone. 1910. C7294R

Coulevain, Pilerre de.
On the branch, translated by Alys Hallard. 1910. C829570

Crichton, F. E.
Peep-in-the-world. 1909. C867

Lincoln, Joseph Crosby.
Depot master

New Bedford Standard July 8, 1910.

A FEW NEW BOOKS.

THE INTERESTING STORY OF THE ISLAND STEAMERS.

Poems in the Provencal by the Father of Rev. M. C. Julien—Volumes on Various Topics for Readers of Various Tastes and Sentiments.

A history of the steamers which have plied their way between this city and the island of Nantucket has just appeared from the press of The Inquirer and Mirror of Nantucket, written by the editor of that paper, Harry B. Turner. The history covers about one hundred years, beginning with the appearance of the Eagle in Nantucket Sound in June, 1818, only eight years after the Clermont made her trip between New York and Albany. The promoters of the line between this island and the mainland claim the honor of establishing the first schedule of steam navigation in New England; for the steamer used in Boston a few months previous had made only excursion trips. The Eagle made regular trips to Nantucket for three months during this year, her record speed being eight hours and seven minutes, but the venture proved unprofitable and the Eagle was sold for service between Boston and Hingham. For six years after this, there was no steamboat communication between Nantucket and New Bedford. Another attempt to install service was then made by a Nantucket captain, but this, too, proved unsuccessful. Then came the Hamilton in the spring of 1828 which served till fall, when it was deemed a failure and given up. The Hamilton was of even a cruder model than the Eagle. William R. Easton said of it, "She was a complete failure as a steamboat, and was built low in the water, with only a deck, and had not power enough to get out of her own way. When off Brant Point, bound to New Bedford, in the strength of the tide, I have seen this boat held at bay for some minutes; and when she drew near to Woods Holl, the order would be given, 'Throw under a tar barrel!' and the famous Hamilton would be spirited through by that means."

The next steamboat to be taken into service was the Marco Bozzaris, built for Nantucket service by the aid of Jacob Barker, a wealthy and influential man of Nantucket lineage, a broker of New York and Liverpool. Much interest is attached to the naming of this vessel. Fitz-Greene Halleck, while in the employ of Mr. Barker, was one morning found by the latter composing a poem. "Let me read it, and see how it sounds," said Mr. Barker, and he read the first stanza of the famous poem Marco Bozzaris. "Good," he exclaimed, "that is just the name for my little steamer." And so the steamer was called the Marco Bozzaris. It met with great success, and besides making regular trips, on one of which it carried 224 visitors to the "annual-shearing," the old-time fete day of Nantucket, made occasional excursions to Hyannis.

In 1832, a steamboat company was formed, backed by Jacob Barker. The steamer Telegraph was constructed and began regular trips in October, 1832. Soon, however, the company recognized the need of a larger one, and built the Massachusetts. From this time, the success of a steamship line was assured, and improvements were made each year to keep up with the times.

The events following this, which are described in this sketch, show the wonderful growth in the means of communication between the islands and New Bedford. In 1840, and in 1856, cables were laid between these places which, however, never proved very useful. The formation of rival lines, the increase in the number of steamers, including the Eagle's Wing, the Island Home, Naushon, Metacomet, Marthas Vineyard, Gay Head and others all show the success of the movement for uniting Nantucket more closely to the mainland. The account of the progress includes interesting tales of thrilling experiences from ice blockades and collisions, of "wrecking" done by the steamers, and also sketches of the lives of pilots and captains of the steamers. It is remarkable that in all the ninety-two years of steamboating across Nantucket Sound, only three lives were lost in accidents. The worst experience encountered by any of the steamers was that which occurred in 1898, when the Gay Head and the Nantucket met in collision during a period of dense fog on Vineyard sound.

Following the account of the steamboat development comes a chronological outline of Nantucket's "freezeups," The Story of the Camels, and some reminiscences of early steamboat days by a correspondent in The Inquirer and Mirror in 1872. The whole sketch of this phase of local history will be of especial interest to New Bedford and Nantucket residents and those visitors who know the pleasures of Buzzards bay and Nantucket. It is a volume of great value to any student of local history and should be included in the collection of every library in this vicinity.

Published by The Inquirer and Mirror, Nantucket.

NANTUCKET "CAMELS."

IN 1842 a unique marine institution made its appearance in Nantucket, and bore the name of "camels." The camels, writes H. B. Turner in "The Story of the Island Steamers," were really huge floating dry docks for carrying ships over the bar, where the depth of water had been gradually decreasing since 1830.

Being flat-bottomed, the camels could float in water very much shallower than a loaded ship required. They were like two long, large boxes floating side by side, and held together at the ends by large iron chains. The outer sides were almost straight up and down, but the inner sides were curved, making, when the two sections were drawn together, an interior basin, just the shape of the bottom of a ship.

The plan was for the camels to be separated far enough to allow the ship to be hauled into the basin between the two sections, then to be drawn and held fastened together by the chains, holding the ship between them, so that the camels and the ship could then be towed over the shallow places in the channel to the wharf, as a heavy load might be carried over a desert upon the backs of two camels walking side by side.

The use of camels for transporting ships was no new experiment, as they were used in Holland as early as 1688. They were first built by the Dutch at Amsterdam, for the purpose of taking large ships over the Pampas, a passage between two sand-banks in the Zuyder Zee. The Russians also used camels for taking their large ships over the shoals that were formed at Neva. Camels were also used at Venice, and at each of these places they were handled successfully and with profit.

Youths Companion March 2, 1911

H. B. Turner's series of articles on "Nantucket's Steamboats," now running in the Inquirer and Mirror, will appeal to all familiar with the island. Besides being of historic value they make good reading and form entertaining chapters in the story of early steamboating on this coast. Mr. Turner must have given much time to collecting his facts and he has woven them into a sea yarn of exceptional interest.

Brockton Enterprise

The Early Steamboats.

The Nantucket Inquirer and Mirror is to be congratulated upon the very interesting illustrated articles (copyrighted) it is printing, entitled "Nantucket's Steamboats." The series began in its issue of March 5th and has continued weekly since. We hope the publishers will issue this series of articles complete in book or pamphlet form, as it could not fail to command a ready sale and be very valuable for permanent record.

Edgartown Gazette

The Rockland Standard

A very interesting book of 125 pages or more has just been issued from the press of the Nantucket Inquirer and Mirror, giving a complete history of the steamboats that have run from that island since the first one in 1818 until the present time. Nantucket had a steamboat even before Boston, although it was a crude affair and later went on the route between Boston and Hingham, the first steamboat venture ever tried in Boston harbor. This first Nantucket boat was only about seven years after Fulton's first success on the Hudson. The book is one of great interest to anyone, especially those who have had any knowledge of the development of steam navigation in New England waters.

Nantucket "Camels."

In 1842 a unique marine institution made its appearance in Nantucket, and bore the name of "camels." The camels, writes H. B. Turner in "The Story of the Island Steamers," were really huge floating dry docks for carrying ships over the bar, where the depth of water had been gradually decreasing since 1830.

Being flat-bottomed, the camels could float in water very much shallower than a loaded ship required. They were like two long, large boxes floating side by side, and held together at the ends by large iron chains. The outer sides were almost straight up and down, but the inner sides were curved, making, when the two sections were drawn together, an interior basin, just the shape of the bottom of a ship.

The plan was for the camels to be separated far enough to allow the ship to be hauled into the basin between the two sections, then to be drawn and held fastened together by the chains, holding the ship between them, so that the camels and the ship could then be towed over the shallow places in the channel to the wharf, as a heavy load might be carried over a desert upon the backs of two camels walking side by side.

The use of camels for transporting ships was no new experiment, as they were used in Holland as early as 1688. They were first built by the Dutch at Amsterdam, for the purpose of taking large ships aver the Pampas, a passage between two sand-banks in the Zuyder Zee. The Russians also used camels for taking their large ships over the shoals that were formed at Neva. Came's were also used at Venice, and at each of these places they were handled successfully and with profit. N.Y. Globe, April 24

"The Story of the Island Steamers."

There has just been issued by the Inquirer and Mirror Press of Nantucket, Mass., "The Story of the Island Steamers," by Harry B. Turner, a handsomely bound and illustrated book of 125 pages, which gives interestingly the account of steam transportation between the islands of Nantucket and Martha's Vineyard and the mainland, beginning in the year 1818 and coming down to the present time. Mr. Turner has given the two islands an entertaining and valuable volume. Following is a list of the fine illustrations, all full page, which embellish the nearly 100 pages of fascinating story:

Wreck of the steamer "Monohansett" on the rocks at Misery Island, Salem Harbor, in June 1904. A total loss.

Steamer "Eagle," the first steamer to cross Nantucket sound. Built in 1818.

Steamer "Hamilton," which could stem neither wind nor tide. Built in 1828.

Steamer "Telegraph," built in 1833. Length 129 feet 6 inches.

Portrait of Capt. William M. Eldridge, sole survivor of ship "Joseph Starbuck," wrecked on Nantucket Bar, Nov. 27, 1842.

Steamer "Massachusetts," built in 1842. Length 161 feet 2 inches.

Portrait of Charles H. Davis, who served on the Eagle's Wing."

Steamer "Island Home," built in 1855.

Ler

FOR SALE

3000 Fine Early Tomat

Plants.

C. H. WILLIAMS,

South Sudbury, Tel. 2

10c WITH SEATS FREE 10c

Children under 14, Afternoons 5c

PICTURES

The Barnstable Patriot.

Monday, July 18, 1910.

The Island Steamers

"The Story of the Island Steamers" issued by the Inquirer and Mirror of Nantucket gives a very interesting history of transportation to that island, from the early days of steamship down to the present time. Many illustrations add to the value and pleasure of the story.

There is much in the book of interest to Cape Codders as the work covers a period when Hyannis and Nantucket enjoyed close connections in the old steamboat days. Cook & Turner, publishers, Nantucket, Mass., paper covers 50 cents; hard covers, 60 cents. By mail 10 cents extra.

The Island Steamers.

Messrs. Cook & Turner of the Nantucket Inquirer & Mirror have published a book containing a complete history of the various steamers which have plied on the route between the mainland and Marthas Vineyard and Nantucket. The book is very readable, well printed, copiously illustrated with half-tones of the boats and their captains, and should be read by everyone interested in the Islands. We bespeak for the volume a large sale. Copies will be forwarded by mail, at 50 cents for paper covers, 65 cents for hard covers, postage 10 cents additional in both grades. Can also be obtained at Wigwam News Stand.

Oak Bluffs Herald.

THE STORY OF THE ISLAND STEAMERS. By Harry B. Turner. Pages 125. Nantucket, Mass.: The Author.

A compilation of facts and anecdotes in connection with the steamboats plying across Nantucket sound. The writer gives the result of research among newspaper files, private diaries and family records, and the personal recollections of aged citizens in Nantucket and Martha's Vineyard. The book is illustrated with pictures of steamers, sea captains, etc.

THE OLD COLONY MEMORIAL.

PLYMOUTH, MASS.

SATURDAY, JULY 2, 1910.

—"The Story of the Island Steamers" issued by the Inquirer and Mirror of Nantucket gives a very interesting history of transportation to that island, from the early days of steamship down to the present time. Many illustrations add to the value and pleasure of the story.

"The Story of the Island Steamers" is the title of a new volume just issued by the Nantucket Inquirer and Mirror. Harry B. Turner is the author, and he has covered the subject in a most thorough manner from 1818 to 1910. The volume will not only have more or less local interest but gives a vivid picture of what Nantucket was three-quarters of a century ago. It is a valuable addition to the history of the island. Order a copy for your home. In paper covers 50c, hard covers 65c, postage 10c extra. Fairhaven Star

THE NEW BOOK

"THE STORY OF THE ISLAND STEAMERS"

Covering the complete history of the steamers which have traversed Vineyard and Nantucket sounds from 1818 to the present time.

FOR SALE BY Oak Bluffs Herald.

F. A. MARSHALL,

WIGWAM BLOCK, OAK BLUFFS.

Price—Hard Covers, 65c; Paper Covers, 50c.

The Rockland Standard

A very interesting book of 125 pages or more has just been issued from the press of the Nantucket Inquirer and Mirror, giving a complete history of the steamboats that have ran from that island since the first one in 1818 until the present time. Nantucket had a steamboat even before Boston, although it was a crude affair and later went on the route between Boston and Hingham, the first steamboat venture ever tried in Boston harbor. This first Nantucket boat was only about seven years after Fulton's first success on the Hudson. The book is one of great interest to anyone, especially those who have had any knowledge of the development of steam navigation in New England waters.

Nantucket "Camels."

In 1842 a unique marine institution made its appearance in Nantucket, and bore the name of "camels." The camels, writes H. B. Turner in "The Story of the Island Steamers," were really huge floating dry docks for carrying ships over the bar, where the depth of water had been gradually decreasing since 1830.

Being flat-bottomed, the camels could float in water very much shallower than a loaded ship required. They were like two long, large boxes floating side by side, and held together at the ends by large iron chains. The outer sides were almost straight up and down, but the inner sides were curved, making, when the two sections were drawn together, an interior basin, just the shape of the bottom of a ship.

The plan was for the camels to be separated far enough to allow the ship to be hauled into the basin between the two sections, then to be drawn and held fastened together by the chains, holding the ship between them, so that the camels and the ship could then be towed over the shallow places in the channel to the wharf, as a heavy load might be carried over a desert upon the backs of two camels walking side by side.

The use of camels for transporting ships was no new experiment, as they were used in Holland as early as 1688. They were first built by the Dutch at Amsterdam, for the purpose of taking large ships aver the Pampas, a passage between two sand-banks in the Zuyder Zee. The Russians also used camels for taking their large ships over the shoals that were formed at Neva. Came's were also used at Venice, and at each of these places they were handled successfully and with profit. N.Y. Globe, April 24

"The Story of the Island Steamers."

There has just been issued by the Inquirer and Mirror Press of Nantucket, Mass., "The Story of the Island Steamers," by Harry B. Turner, a handsomely bound and illustrated book of 125 pages, which gives interestingly the account of steam transportation between the islands of Nantucket and Martha's Vineyard and the mainland, beginning in the year 1818 and coming down to the present time. Mr. Turner has given the two islands an entertaining and valuable volume. Following is a list of the fine illustrations, all full page, which embellish the nearly 100 pages of fascinating story:

Wreck of the steamer "Monohansett" on the rocks at Misery Island, Salem Harbor, in June 1904. A total loss.

Steamer "Eagle," the first steamer to cross Nantucket sound. Built in 1818.

Steamer "Hamilton," which could stem neither wind nor tide. Built in 1828.

Steamer "Telegraph," built in 1833. Length 129 feet 6 inches.

Portrait of Capt. William M. Eldridge, sole survivor of ship "Joseph Starbuck," wrecked on Nantucket Bar, Nov. 27, 1842.

Steamer "Massachusetts," built in 1842. Length 161 feet 2 inches.

Portrait of Charles H. Davis, who served on the Eagle's Wing."

Steamer "Island Home," built in 1855. Length 184 feet.

Portrait of Capt. Nathan H. Manter, the well-known old time steamboat master.

Steamer "John W. D. Pentz," (the old "Massachusetts") at Alexandria, Va., wharf, in 1863.

The old steamers "Bradford Durfee" and Canonicus," lying at a wharf in Fall River. The "Bradford Durfee" was the steamer which brought relief to Nantucket at the time of the fire in 1846.

Steamer "Naushon" built in 1845. In 1848 this steamer became the "News Boy."

Steamer "Metacomet," built at New York in 1854, of 395 tons.

Steamer "Monohansett," in the ice off Nantucket, Feb. 17, 1899.

Steamer River Queen," built in 1864.

Steamer "Martha's Vineyard," built in 1871. Length 171 feet.

Steamer "Nantucket," built in 1886. Length 180 feet.

Steamer "Gay Head," built in 1891. Length 203 feet.

Steamer "Uncatena," built in 1902. Length 187 feet.

The New Steel Propeller (under construction to be in commission in 1911.)

Portrait of Capt. Charles H. Furber, of steamer "Nantucket."

Portrait of Owen S. Manter, pilot on the Island steamers.

Portrait of Mate John P. Smith, employed on Island steamers since 1871.

Portrait of Purser S. E. A. Ripley of steamer "Uncatena."

Pictures of steamers "Island Belle," "Coskata," "Petrel," "Waquoit," steamer "Petrel" landing a full fare of fish; steamer Massachusetts" towing the ship "Constitution" out of Nantucket Harbor in the "Camels," on the 23d of September, 1842.

Copies of the above book may be obtained by mail by addressing Cook & Turner, Nantucket, Mass.

Price in paper covers, 50 cents; hard covers, 65 cents. Postage 10 cents extra.

South Framingham Tribune June 24, 1910

The Barnstable Patriot.

Monday, July 18, 1910.

The Island Steamers

"The Story of the Island Steamers" issued by the Inquirer and Mirror of Nantucket gives a very interesting history of transportation to that island, from the early days of steamship down to the present time. Many illustrations add to the value and pleasure of the story.

There is much in the book of interest to Cape Codders as the work covers a period when Hyannis and Nantucket enjoyed close connections in the old steamboat days. Cook & Turner, publishers, Nantucket, Mass., paper covers 50 cents; hard covers, 60 cents. By mail 10 cents extra.

The Island Steamers.

Messrs. Cook & Turner of the Nantucket Inquirer & Mirror have published a book containing a complete history of the various steamers which have plied on the route between the mainland and Marthas Vineyard and Nantucket. The book is very readable, well printed, copiously illustrated with half-tones of the boats and their captains, and should be read by everyone interested in the Islands. We bespeak for the volume a large sale. Copies will be forwarded by mail, at 50 cents for paper covers, 65 cents for hard covers, postage 10 cents additional in both grades. Can also be obtained at Wigwam News Stand.

Oak Bluffs Herald.

THE STORY OF THE ISLAND STEAMERS. By Harry B. Turner. Pages 125. Nantucket, Mass.: The Author.

A compilation of facts and anecdotes in connection with the steamboats plying across Nantucket sound. The writer gives the result of research among newspaper files, private diaries and family records, and the personal recollections of aged citizens in Nantucket and Martha's Vineyard. The book is illustrated with pictures of steamers, sea captains, etc.

Barnstable Patriot

The Old Colony Memorial.

PLYMOUTH, MASS.

SATURDAY, JULY 2, 1910.

—"The Story of the Island Steamers" issued by the Inquirer and Mirror of Nantucket gives a very interesting history of transportation to that island, from the early days of steamship down to the present time. Many illustrations add to the value and pleasure of the story.

"The Story of the Island Steamers" is the title of a new volume just issued by the Nantucket Inquirer and Mirror. Harry B. Turner is the author, and he has covered the subject in a most thorough manner from 1818 to 1910. The volume will not only have more or less local interest but gives a vivid picture of what Nantucket was three-quarters of a century ago. It is a valuable addition to the history of the island. Order a copy for your home. In paper covers 50c, hard covers 65c, postage 10c extra. Fairhaven Star

THE NEW BOOK

"THE STORY OF THE ISLAND STEAMERS"

Covering the complete history of the steamers which have traversed Vineyard and Nantucket sounds from 1818 to the present time.

FOR SALE BY Oak Bluffs Herald.

F. A. MARSHALL,

WIGWAM BLOCK, OAK BLUFFS.

Price—Hard Covers, 65c; Paper Covers, 50c.

A Complete Story of Nantucket Steamboats

The Story of the Island Steamers. 1818-1910. By Harry B. Turner. Illustrated. Published by the Inquirer & Mirror Press, Nantucket, Mass. Price by mail 75 cents.

It is rare that in the pages of a single volume a complete history of steamboating of a certain section can be fully and adequately presented, yet in this well written volume the author has accomplished the task of giving us a correct and highly interesting account of the many steamers which have plied in and around the island of Nantucket since the day when the diminutive Eagle first startled the residents of that quaint locality when she steamed into harbor on May 5, 1818. The full story of that vessel's career as well as of her successors—the Hamilton, Marco Bozzaris, Telegraph, Massachusetts, Island Home, Naushon, River Queen, Monohansett, Marthas Vineyard, Nantucket, to mention some of them, are given. Here are stories of all the boats, with dates and facts and figures and interesting episodes in their careers, all so entertaingly set forth that there is not a dry page in the book. The reminiscences of "old timers," and the story of "the camels," floating docks or pontoons which, bearing deep drafted ships, were towed over the harbor bar by the island steamers in 1842 and for many years thereafter, all serve to make this a book much out of the ordinary.

Mr. Turner's work is one of the kind which is of the greatest possible interest to-day but which will grow in value as the years advance. We wish we might have more like it.

The steamboat Marco Bozzaris, that ran for a time in 1827 between New York and New London, was placed on the Newark line in April, 1828, in opposition to the Stevens steamboat Newark. Her advertisement, as it appeared in the *New York Evening Post* of the 26th of that month, read as follows:

For Staten Island, Blazing Star and Newark. The new steamboat MARCO BOZZARIS will leave New York from Whitehall, daily, on an excursion to the above places, commencing Monday April 28; leaving New York at 9 o'clock A. M. for Staten Island and Blazing Star and return at half past one; leave New York at 4 o'clock for Staten Island and Newark and return early the following morning. Cheap excursion! Fare to Blazing Star, 20 miles, but 25 cents, except on Sunday.

The Marco afterward went to the Delaware and later to New Bedford.

EAGLE FIRST STEAMER

To Ply Between New Bedford and Nantucket—First Visited Plymouth.

The steamer Eagle, which is mentioned as the first steam propelled vessel to ply between New Bedford and Nantucket in a history of the steam vessels of the island published in the Nantucket Inquirer and Mirror, was also in all likelihood the first steamer to visit Plymouth. She was for a time commanded by Capt. Clark, grandfather of Miss Elizabeth Clark of Plymouth. A copy of the original oil painting of the Eagle in the possession of George P. Cushing of Hingham is in Pilgrim hall, having been painted and presented by Frederick Pansing and Miss Clark giving the frame.

After proving unremunerative on the Nantucket route in 1818, the vessel was sold to run between Boston and Hingham and also made excursions to Plymouth, taking, it is said, seven hours to effect the passage, which is now done by modern boats in less than three hours. The Eagle was equipped with two copper boilers and burned wood as a fuel during most of her life, and when the old craft was past usefulness and was sold to be broken up the boilers brought more than the vessel originally cost to build. Her tonnage was about 80 and the engine had no walking beam, but a gallows frame instead.

The Inquirer and Mirror
A Weekly Newspaper
Published by
COOK & TURNER,
Folger Block, Orange Street,
NANTUCKET, MASS.
JUNE 25, 1910

Distasteful.

While it may be within his province and perfectly right and proper, it seems to be very distasteful to a large number of the residents of Nantucket for the man who has been honored with the title of Judge of Probate and Insolvency for Nantucket county to so belittle the dignity of that office as to appear before a trial justice in the role of counsel for persons who are haled into court charged with the commission of crimes against the peace and well being of the commonwealth. To the average person it seems to be a display of very poor taste, and it cannot but ruffle the feelings of those citizens of Nantucket who look upon the title of Judge of Probate as one which should command the respect of all, irrespective of click or clan, and when the man who holds that title (although not a member of the bar) appears as attorney in such cases as result from a raid by local police upon a place bearing an unsavory reputation, it certainly does not bring additional honor or dignity to the highest office in the county.

A Judge of Probate holds an important position and he should ever strive to merit the respect and confidence of his fellow-men—to bring honor to an honored title, to endeavor (as should all public officials) by his influence to improve the moral tone of the community. During his long and faithful career, the venerable gentleman who a few years ago retired from the Probate bench never brought other than dignity and respect to the office which he held; he never appeared in a lower court in defense of an alleged illegal liquor seller or other violator of law and order; he stepped down into private life honored and respected by his fellow men, with a clean record throughout. Is it strange that the appearance of the present Judge as an attorney in the defense of persons charged with offenses against the peace and good will of the community is somewhat distasteful to the average citizen of Nantucket? Although for some time we have been urged to make comment on these conditions, we have refrained from doing so, in hopes that each appearance was the last, but the events of the past week seem to have merited attention.

TURNER OF NANTUCKET.

Editor of "Sand Heap" Weekly Envied by the Big Fellows—Serenely Guides Destines of Inquirer and Mirror, Which Recently Celebrated Its Ninety-first Birthday—Doesn't Get Lonesome.

BY PHILIP R. DILLON.

Nantucket, Mass., Aug. 8.—A few weeks ago the Nantucket Inquirer and Mirror celebrated its ninety-first birthday and reproduced the first page of the "Nantucket Inquirer," issued on "Saturday, June 23, 1821." The standing mast head of that first issue shows that it was "published weekly by Joseph C. Melcher, Main Street, Nantucket."

They are not given to boasting, these Nantucketers. There are only 3,000 of them and they smilingly call their beautiful island "a sand heap"—a good sized sand heap, sixteen miles long and four

HARRY B. TURNER.

miles wide. Bartholomew Gosnold discovered the sand heap in 1602, eighteen years before the Mayflower dropped anchor at Plymouth. Most of the present Nantucketers trace their descent direct from a dozen pioneers who settled there about the same time that the Pilgrims were starting the United States over on the mainland, across thirty miles of salt water.

Of course, Nantucket is not merely an island, nor a watering place where 15,000 people from all parts of the country go each summer to keep cool. Nantucket is an institution, the common property of American history, like Bunker Hill and West Point. And the Nantucket Inquirer and Mirror is an institution of the island. There are editors of big papers in New York and Chicago who come here and envy Editor Harry B. Turner, who runs the Inquirer and Mirror. He is thirty-four years old and married to a Nantucket girl—of course. And he has a monopoly of the printing and publishing business of Nantucket Island.

He began his career by delivering papers—the same old Inquirer and Mirror—in 1893. In course of time, the same thing happened which had happened periodically during nearly a century—the editor retired, and young Turner was selected to carry on the institution. He has been the editor since 1907.

"Are you contented?" I asked, to find out whether a Nantucket editor envies the Park Row newspaper man.

He looked at me in that soft, strange way of Nantucketers, like sailors who look always afar off at the horizon, and said quietly:

"Might not a man be satisfied here?"

I admitted that he might.

"Perhaps you think we are slow," he went on, "because we have only a four-page, nine-column blanket sheet. It is true that our people do not want a change. But we certainly do take comfort. Our circulation averages 1,625 a week the year round. Some of the summer people who come here wonder how this paper keeps alive on this sand heap. Well, these summer people take the paper and get the habit. We send the paper to subscribers all over the world—to China, British Burmah, South Africa, Australia and to the uttermost parts of the United States. For, once they come to this island even for a little while in summer, they ever after assume a proprietary interest in it and want the paper the year round.

"In winter there are 3,000 people here."

"Don't you all get lonesome?"

"No. Then everybody knows everybody else. We have good times socially. The boat comes in once a day from the mainland at Woods Hole, except when it is too stormy or the harbor freezes up, which is very seldom, because the weather rarely goes below ten degrees; I don't think it ever went down to zero here."

Well, I looked around the office, and felt some envy. It is surely the best equipped office on "a sand heap" that I ever saw. There is a Cranston cylinder press, a Golding jobber, one Simplex typesetting machine, a Kendall folding machine, one Peerless cutter and a small stereotyping plant. "Naturally," explained Editor Turner, "we have got to be well equipped out here, thirty miles at sea."

Mr. Turner is the Associated Press representative on the island, and also the special correspondent of the Boston Globe. His biggest piece of correspondence was the report of the Steamship Republic disaster two years ago when Jack Binns made wireless telegraphy famous. Last month Mr. Turner reported the burning of the boathouse owned by William Barnes, Jr., the Republican leader of New York State.

On the door of one of the oldest houses in Nantucket is a silver doorplate inscribed "Paul West." The plate has been there a hundred years. The man who put his name on that door was the great grandfather of Paul West, the lyric writer of the New York World, whose "Widow Wise" series is just now holding the attention of the whole newspaper profession. Also Charles Sutherland, of the New York World was bred, born and reared in Nantucket.

And the 3,000 Nantucketers are quietly proud of Turner, Wise and Sutherland.

Plymouth Memorial. May - 1913

THE "UNDERGROUND MOON?"

Answer From Nantucket Takes a Load Off Our Minds, Thank You.

The following from the Nantucket Inquirer and Mirror, is for the reading of those persons who have been asking the Memorial what an underground moon was, and seemed to think that the goddess of the night had developed woodchuck habits. The Mirror tells it nicely, and is hereby tendered a vote of thanks from the mystified ones in this part of the world.

The Inquirer and Mirror of Nantucket has the following: "Well, now will you believe in underground moons? One last week and another this, and did you ever see such measly weather as they brought?" For the enlightenment of a number of people who have asked the Memorial concerning it, will the Mirror please tell us what an underground moon is?—Plymouth Memorial.

Certainly. An underground moon is when it makes its change at "O hours"—that is, between the hours of 12 and 1 o'clock. It is an old Nantucket belief that when the moon "changes" at such times it is a sign of bad or unseasonable weather, and for decades local weather sharps have alluded to these occurrences as "underground" moons.

The reference we made a couple of weeks ago to two underground moons in succession, was because on April 6th there was a new moon at 0 hours 48 minutes in the evening, in the west; and another when the moon quartered on the 14th at 0 hours 39 minutes in the morning, in the west. These two changes being "0 hours" they were both "underground moons."

By reference to the Old Farmer's Almanac, it will be found that there will be three more underground moons this year, and—it is something that not often occurs—the three changes will occur successively, bringing the first underground moon on the 18th of June, when the moon fulls at 0 hours 54 minutes in the evening; the second when it has its last quarter on the 26th at 0 hours 41 minutes in the evening; and the third on July 4th, when there will be a new moon at 0 hours and 6 minutes in the morning. According to the old Nantucket belief there will be something unusual in the way of weather conditions in connection with these "underground" moons.

The United States weather bureau and its experts place no faith in "underground" moons, however, but notwithstanding their opinion that when the moon makes a change at "0" hours it has no special bearing on the weather, the Nantucketers have their own opinions about it.

Bermuda as a Nantucketer Finds It.

"Eastward off the Carolina coast, asleep under an azure sky, lie the ocean-kissed Bermudas. Juan Bermudez and his dusky crew several centuries ago shipped their oars and coasted thru the coral channels of the islands and discovered Bermuda as it really is—without swamps, savages or snakes—an Eden without a serpent. Flowers were everywhere, colors wondrous to the eye, and the mildest of breezes played over all."

This is the manner in which one of the many Bermuda circulars "starts off" in the endeavor to give a poetic description of the island. It is well done and as a whole doubtless appeals to those of poetic tastes, but the average reader—the Nantucketer who oft hears his island alluded to as the "Bermuda of the North"—may appreciate a few facts regarding this "ocean-kissed spot" as a Nantucketer finds it.

Bermuda lies about seven hundred miles southeast from New York, a distance which the steamer Oceana covers in forty-five hours. Although this big vessel is nearly six hundred feet over all and of some fourteen thousand tons displacement, and (according to those same circulars) "is fitted with bilge keels to prevent rolling," it is needless to state that the trip across the Gulf Stream is, at all times, a trifle uneven. Upon this occasion it was decidedly rough, and ninety per cent. of the passengers possessed a fondness for their bunks from the time the pilot left the ship off Sandy Hook until another climbed aboard off the Bermudas two days later.

But enough of the trip over; for, although the writer never missed or lost a meal, in deference to the wishes of others with whom he is intimately acquainted, he feels it best not to elaborate upon so nauseating a subject. Whatever the discomforts of the voyage may have been, once ashore in this beautiful spot, the distressing past is soon forgotten, for no one ever visited Bermuda without feeling fully repaid for the unpleasant experience on the steamer.

It is an interesting place—purely English (for it belongs to Great Britain) and not the least bit Americanized, notwithstanding the fact that the Bermudians depend almost wholly upon the United States for their patronage and support. The whole island is of limestone formation, surrounded by innumerable coral reefs stretching some fifteen miles out to sea. The streets and roads are made of limestone and make the finest driving in the world. Automobiles, as in Nantucket, are prohibited by law, and consequently the livery business is the mainstay of the place.

The houses, shops, hotels—in fact, all buildings—are of limestone, plastered over inside and out, and are consequently fire-proof. The cement construction now in vogue up North is incomparable to these limestone buildings in Bermuda.

The roofs are white-washed and the glare from the buildings and streets under the semi-tropical sun is at times almost blinding. Under the bright rays of the full moon, however, the sight of the white buildings dotted here and there among the trees is one which can never be effaced from one's memory. They say that, as practically the whole island is of limestone, a man can build a house very readily and build it to suit himself. All that is necessary is a plot of land, a hand-saw and a pair of hands with some good strong muscles behind them, and for a few hundred dollars one can build as fine a home as one can wish for. There are limestone quarries everywhere, and the stone is so soft that it can easily be sawed into rectangular building blocks. Quite an easy way for a man to put up a domicile for himself and family, but we have seen hundreds of these cozy little places within and without the town of Hamilton, and distributed in all other sections as well, and they are neat and attractive to the eye.

Hamilton, by the way, is the capitol of Bermuda. It is here that the Governor has his home, here that Parliament meets and that the entire business of the islands is carried on. "Steamer day" in Hamilton is the event of the week and Front street for the time presents a scene similar to Quincy market in Boston. There is really no wharf, for the water front is built of limestone—a solid wall, without pier or spiles—and when the Bermudian (the only steamer from the States which can enter the channel) makes her weekly landing, the confusion which results puts that of Nantucket in the shade. The custom officials are very courteous, and merely glance under the lid of one's baggage—a formality which is said to be far different upon the return to New York.

Hardly were we ashore here and looking the town over before we were privileged to hear a Nantucket voice and receive a warm Nantucket welcome—an event which emphasizes the oft-repeated statement that "never mind to what corner of the globe you go, you will find either a Nantucket person or a Nantucket name." Within an hour after our arrival we "bumped into" Miss Fitzgerald—a young lady who boasts of her native town, who knows that it is the one place on earth which is really "home." Down in Bermuda to recuperate after a long illness, she is quietly esconsed over in Paget, on the opposite side of Hamilton harbor, whither we inspected her "apartments"—a six-by-nine bed-room opening into a delightful little English court-yard.

Miss Fitzgerald is in the good graces of a favorite ferry-man by the name of Reginald, who is one of six young darkies who row people back and forth across the harbor for "two-pence a head." Personally, we found Reginald a veritable mine of information regarding the Bermudas—in fact, the natives are all very communicative, speak good English, and seem willing to work, although far from thrifty. They never abbreviate their names, however. It is never Bill, Willie, Reggie, or Johnnie—but always William, Reginald, Jonatnan, etc. Reginald is to take the three of "us Nantucketers" for a long row the first day business is slack at the ferry, for if he makes a dollar—or, to be exact, four shillings—a day, he thinks he is getting rich.

Up on Reid street we saw a sign reading—"Miss Brooks—Manicurist—of Boston and Nantucket"—and it did look good to see the word "Nantucket" printed in large black letters down here in Bermuda. Standing on a corner listening to the Negro Salvation Army, we also met "Jim," the popular porter of the Point Breeze Hotel, who is this winter working in a similar capacity at the Princess—the swell hotel of Hamilton. So you see Nantucket springs into prominence in the most unexpected places.

The first thing which one must accustom himself to here is that he must "keep to the left," whether driving or walking, else collisions will be frequent and perhaps disastrous. The "rigs" here are all of the English barouche style of carriage, well kept, and with horses which are good "roaders," and the drives in any and all directions are numerous and beautiful, with the hard white roads studded with palm trees, osleanders, geraniums, and all sorts of vegetation, which springs up on barely two inches of soil on top of the limestone.

The geranium, in all its many tints, grows wild here and some of the plants are four and five feet tall, making perfect and luxuriant hedges. The morning glory, which also abounds, blooms all day long, never closing its petals until night-fall. The roads frequently run through deep "passes" which were cut through the rocks of limestone by the convicts sent over from England. Along these walls of limestone the little maiden-hair fern grows most prolific, fastening its roots into the crevices and making a pretty contrast to the whiteness of the rock.

Speaking of convicts—There are eight Boer prisoners-of-war left here now, who obtain a livelihood by working cedar-wood into canes and boxes to sell for souvenirs. Cedar is the natural growth on the Bermudas, and these Boers, who refused to swear allegiance to the Crown, that they might return to their native land, seem contented with their lot and do a thriving business with the thousands upon thousands of Americans who come here each year. Indeed, it is quite the thing to carry these cedar canes, and women as well as men buy them. One of these Boers is named Laubscher—pronounced "Lobster," I believe.

American money is just as good as English money here, although in the stores articles are usually priced in the latter coin. Change will be handed the buyer just as the dealer feels disposed. They usually keep American money in one pocket and English money in the other and in change for a bill one is just as likely to be weighted down with a lot of that heavy English coin, as to receive the smaller and more desirable coin of our own country. Still, it is rarely a purchaser gets "stuck" and when he does it is more apt to be the fault of the purchaser than of the dealer.

We have learned by experience that the more one buys in Bermuda, the more money he has—that is, his pockets are heavier after every purchase, for English money grows larger in size as its value decreases, and it is burdensome to carry it around. The shop-keepers seem to take pleasure in unloading a pocket-full of this English junk onto their American customers in exchange for a bill. The British currency has no bills, and a "penny" is the size of a half dollar.

Hamilton boasts of a "theatre." The placards in front announced that "Who Kidnapped the Baby" was playing there—that "Nell Pierce was making her first appearance in Bermuda." Being blessed with press tickets, we ventured above the stairway and took one glance into the hall. Enough was enough—the odor of onions was a trifle too strong, even for one who possesses a peculiar fondness for that aromatic vegetable—so we concluded we did not care a rap who stole the baby, as long as our own consciences were clear—and beat a hasty departure for the street and fresh air.

Sunday morning we strolled up to Prospect, where England keeps a garrison of troops. At present the Bedfordshire regiment is there and they were holding service. To our surprise (yes—and discomfiture—for we had no change) they followed the true Methodist custom and did not forget to pass the contribution box (or bag) not neglecting those persons sitting on the grass outside.

At the close of the service the soldiers joined in singing "God Save the King," and any American who has heretofore been under the impression that the tune of "My Country 'Tis of Thee" is the national anthem of the United States, immediately banishes such thought from his mind. The tune is the national air of Great Britain, and to hear it sung properly you should hear a British regiment tackle it.

The bright red coats of the soldiers make a very contrasty effect in conjunction with the white roads and houses and the green trees and shrubs. Hamilton has a fine Episcopal cathedral and some famous Bishop from England is stationed here. The Bishop was at home in the afternoon, for the flag was flying over his gate-post.

The native vehicle here is a diminutive little donkey and a rickety two-wheel cart, and there is an old darkey who comes into town every morning and sells vegetables, who is looked upon as a "character." He very willingly posed before the camera with his out-fit—that is, in consideration of a "tuppence."

The Bermuda women peddle vegetables and fruits about the streets, carrying immense loads of tangerines on their heads without dropping one from the tray. How they do it is a mystery. Little darkey boys and girls are (like our own island Poet used to be) "in business on the sidewalks," and sell peanuts at a penny a cupful. One of these bare-footed lads stands in front of the hotel every evening and does "the huckleberry" dance for the enjoyment of the crowd, while his little sister passes around the hat. From the little tot who is just learning to walk to the gray-haired totter-

ing old negro, the native will do almost anything "to accommodate"—that is, if the accommodation means a penny more in his pocket.

There is no need to state that the chief export of Bermuda is onions, for everybody has heard of Bermuda onions and those who have not heard of them have probably smelled them. They grow them here by "onion farms"—acres upon acres under cultivation—and they eat them raw, on the farm, on the streets and in the hotels. Onions are never cooked, except in soup or something which needs the relish.

During the next few weeks, however, the principal export will be Easter lilies, for it is here they grow wild and need very little cultivation. Shipment will commence to New York next week, the plants being already in bud. There are some fields of lilies which cover eight and ten acres to a stretch and the industry is very profitable, for the United States depends upon Bermuda for its supply of lilies during the Easter season. A drought lasting through February this year has blighted the crop in some localities, and consequently prices will be higher up in the states. The calla lilies grow wild, also; but no one seems to pick them, and the "lifeplant" abounds everywhere, while hibiscus and narcissus are equally noticeable.

Bermuda is handicapped by absence of a public water supply. The island has no ponds, lakes or rivers and no large springs and the place has to depend entirely upon rain-water. The roofs of the buildings are compelled by law to be white-washed at least twice a year, so as to keep them sweet and pure, and from the roofs the water passes into storage tanks from which it may be pumped as wanted. During a dry season it frequently happens that the hotels order water sent down by steamer from New York, in order to guard against a waterfamine. Although slightly "flat" in taste, the water which is drained from the roofs and served on the table, is quite palatable and as clear and white as the best mineral water.

The Bermudas cover about twenty-six square miles and the climate reminds one of early September in Nantucket. The temperature never goes below 55 or above 75 degrees, and at the present writing is hovering about 70 in the shade, with an air very bracing and congenial to "being out-doors" in negligee shirts and summer dresses.

The climate is typical of Nantucket and it is not strange that Nantucket, "where summer is five Septembers long," is called "the Bermuda of the North." The only difference is, that here the year, instead of the summer, is all September.

The customs here are unique and interesting. Windows and doors are never locked—the former not even shut. The night of our arrival the air seemed chilly, and after unsuccessfully tugging at a window which would not shut, we asked a porter to pull it down. It was "fast" and would not budge an inch, and we were told that it never had been shut, so we let it go at that, and soon afterwards were mighty glad that it was open. There are no screens on the doors and windows and very few flies, with the mosquito conspicuous by his absence.

"Everybody is honest" and everybody, white and colored, has perfect faith in his fellow-man, be he American, English or Bermudian. Conventionalities are thrown to the winds. People dress as they choose. One woman may appear in low neck and the next with her throat buried in furs. Some wear hats and some do not, but on windy days most all the ladies don veils when they go out to do the town or driving. The natives dress any old way and are glad to have any "cast-off clothing" the Americans leave behind. Some of their out-fits are amusing to the eye.

The peculiar customs of Bermuda are noticeable even among barn-yard fowl, for the roosters crow all night long, there never being any real darkness, on account of the whiteness of the streets and houses. One can hear a cock crowing just as lustily at 9 o'clock in the evening as he can at 5 in the morning, and it is a standing joke that Bermuda hens lay two eggs a day. The days are sixteen hours long here—that is, sixteen hours of good day-light, and the time is some forty minutes later than in New York. On the way over passengers on the steamer were instructed to set their watches ahead twenty minutes each day, so that when we stepped ashore we were right on time.

The cable office posts each day a notice telling of the temperature and weather conditions in New York, and that is about all the news that is received from America between the arrival of the steamers. Two absolutely newsless newspapers are published here—the Gazette and the Colonist—and the proprietors claim they barely eke out a living. Bermuda is no place for news, for nothing ever happens here. There are never any fires, for the buildings are all fire-proof, and no robberies or trouble of any sort. The few policemen wear natty khaki suits with yachting caps, and stroll about the streets swinging canes. Their principal service seems to be to answer the questions propounded by these inquisitive Americans.

There are no street cars, no railroads, no smoky, ill-smelling factories—absolute quiet and cleanliness everywhere, with the most beautiful and picturesque scenery. Places of interest are numerous and the natives very courteous and attentive, with a decided inclination to please, while the Americans all have a friendly feeling towards each other which one does not see in his own bustling, busy country. Here no one hurries, for there is nothing to hurry about, and England seems to be most liberal to her colonists, for the land tax is only a shilling (24 cents) on a hundred pounds ($480), so that even among the poor classes life on the Bermudas is one long sweet dream.

While sitting by the open window scribbling off this heterogeneous mess, I have been privileged to hear a little darkey on the street below whistling "Old Gray Bonnet" and "School Days," which reminds one that we are not so very far from home, after all. As the steamer "Trent" is due to sail for New York in a few hours, everybody is hustling to get letters and souvenir cards ready for the mail, so it is best that the pen stop work, that a supply of two-penny stamps may be procured for the arduous task of "remembering" several score of friends and relatives. But—it is a pleasant "duty," which everybody here seems to be doing this bright summer morning.

H. B. T.

Hamilton, Bermuda, March 13.

Bermuda as a Nantucketer Found It.

The way they handle business at the Bermuda postoffice is a caution. Of course it is purely English, so American money is not accepted there in exchange for postage stamps, notwithstanding the fact that but for the Americans who visit Bermuda the postoffice would be a mere nothing. At this season of the year Bermuda is doing its most active business and the clerk at the postoffice the other day informed the writer that every steamer sailing for New York carried away an average of seven thousand souvenir postals.

When the steamer from the States is sighted outside of Grassy Bay, the postoffice shuts up like a clam, even though it is not for a couple of hours that the mail is landed. What it ceases business for no one knows, but once the steamer is reported approaching the islands, no one is allowed inside the building and stamps cannot be purchased. The British government says the postoffice shall be closed at five o'clock every afternoon, and if the steamer lands the mail after dinner (as usually occurs) it is almost impossible for the clerks to sort and distribute the letters that day. Consequently the office closes for the night before the mail is opened, and distribution is not completed until the following morning.

How long would Nantucket permit such service to exist without a good strong howl reaching Washington? The Americans cannot understand why the clerks do not hustle a bit and let folks have their letters as soon as possible after the mail comes in, without having to wait over night just because the office is supposed to close at five o'clock. But England has different ideas from the United States and runs things to suit herself.

Fish of all sorts abound in the waters about Bermuda and one evening we saw a cart pull up in front of the hotel laden with a ton or so of "rock-fish." The fish had all been "skun" and looked pure white, being about the size of an 8-pound bluefish. The men sell them by the "bunch"—a bunch being twelve of the rock-fish tied together by a rope passing through the gills and mouth. They get a dollar, or four shillings, for a bunch, and the fish are certainly delicious.

Scallops are also plentiful here and in "ferrying" about among the small islands, one sees hundreds of the shellfish lying on the white bottom. The Bermuda scallop bears little semblance to the Nantucket scallop, although much larger in size. Its under side is perfectly flat, and the upper shell has a much deeper curvature, the "eye" being larger than the scallop as we know it. Here they eat all that lies between the two shells, the natives being very fond of them with the shells filled with bread-crumbs and seasoned with salt and pepper, and then baked.

Bermuda fishermen do not know what a "dredge" is. They gather scallops singly, by the use of "nippers," which resemble blacksmith's tongs fastened on the end of a long pole, the jaws being closed together over the shell-fish by pulling upon a strong cord. It is quite a delicate operation to thus pick a scallop up from the bottom, and consequently the man who gathers three or four dozen in one afternoon thinks he is in luck. "Nippers" are also used to gather coral and sponge from the shallow waters about the islands, but it is hard work and requires considerable skill. Although scallops are plentiful, there is no industry here in shellfish. Craw-fish, which resemble our lobsters in shape, but are a brownish white in color with dark spots all over them, bring good prices at the hotels, however, and make a delicious dish which ranks at par with the American lobster.

Though folks up North do not know it, as a rule, there is a scarcity of native fruit here now, owing to a visit of the "fruit fly" not long ago, which resulted in the Governor ordering all fruit trees cut down except the banana and lemon, which varieties the insect did not seem to bother. Bananas are noticeable everywhere and even grow in the back yards. Bermuda bananas are much smaller in size than those we usually have in the States, the fruit rarely being over five inches long; but what it lacks in size it makes up in taste, for the native banana is certainly delicious.

The other day we visited the plantation of the Hon. Eugene Zuell, a member of Parliament, who seems to be the leading citizen of Smith's Parish, a village lying about four miles from the city of Hamilton. Mr. Zuell is a close friend of E. J. Hollister and is the leading celery grower of Bermuda. On his plantation we saw three varieties of bananas growing, and also the plantain, or red banana, besides acres upon acres of "garden truck."

At this season every plantation has its field of Easter lilies, there being one tract over on the south side which covers thirty acres. The growers fear that the plants will reach full bloom

before Easter week, which does not come until the middle of April this year. They usually raise three crops of potatoes and one crop of lilies on the same piece of ground, for no frosts have ever been known to visit Bermuda and vegetation thrives the year round.

At this season Bermuda is gathering her first crop of potatoes and shipping them to the States in immense quantities. Every barrel is opened and inspected at the wharf and marked according to the grade of the vegetable it contains. About a bushel is dumped out of every barrel and the inspectors make sure that everything is as it should be before permitting shipment. When the steamer Bermudian sails for New York today (Saturday, the 18th) she will take with her approximately two thousand barrels of potatoes, and Bermuda potatoes bring a high price up North, for they are fine and mealy and have a peculiar rich flavor.

Within a month celery and onions will be sent to New York by the thousands of boxes every week, and the producers anticipate big prices, for the crop bids fare to be a large one and in excellent marketable condition. Bermuda celery is almost pure white to the very top of the leaves and it grows very rapidly, the stalks being gathered for local use when hardly eight inches high.

A man having committed suicide and noticing the haste with which he was gotten out of sight, we learned that the Bermudans do not want anybody lying around dead, and that deceased persons are usually under ground a few hours after the breath leaves the body. Funeral is never held later than the day following death, never mind what station in life the person might have held. The other day one of the aldermen departed this life. He died in the morning at ten and was buried at four the same day. No man who did not wear a beaver hat could attend the funeral, either.

When strolling about the town of St. George's we noticed a shop on one of the little narrow streets where one of the natives was making "fine Bermuda coffins with the new glass heads." We walked in and inquired prices, etc.—not with serious intentions, rest assured, but merely to gratify our abnormal bump of curiosity. He seemed very desirous to show his wares, and we found him working on as fine a cedar coffin as one would care to own (or lie in), which he "would sell us for eight pounds;" or he said, if that one did not fit, he would make one to any measurements desired.

The advertisement in his window read: "Read! Read! Buy yourself one of the new Bermuda coffins, American style, with glass head, and be up-to-date. Come in and let us fit to measure. Prices no more than for the kind you have been having." Needless to say that every American possessing even a slight grain of humor went in and inspected. And, really, the fine cedar box which he showed us looked quite comfortable. It was artistically panelled and was about ready for polishing and lining, and—we could have it for only eight pounds. It would have made an excellent cedar chest, but as the duty at New York would have been exorbitant we felt obliged to forego an investment at this time.

The Salvation Army makes it regular appearance every evening and has no difficulty in making itself heard, for there is more noise than music. The negroes play popular airs and we even heard them singing the words of a familiar hymn to the tune of "There'll Be a Hot Time," etc., following it with one of the most fervent prayers ever heard. It was interesting, at least, and they say the Army really does good work, the negroes being sincere and patient in whatever they undertake.

A little red-shirted darky boy hardly three feet tall is one of the most interesting features of the Army. He is skillful with his hands and while the rest of the bunch are making noise with their mouths, drums, tambourines and horns, the boy beats time by clapping his hands, producing a resonant cracking sound and keeping excellent time. He will keep it up the whole evening, too, without getting tired, and is certainly a Bermuda feature which the Americans appreciate.

It is interesting to notice the efforts the native Bermudans make to keep pace with the Americans. Every driver and ferry-man has his business cards and hands one out with a deal of pomp and grace, and his name always carries the "Mr." with it. We inquired the cost of these cards, and found that the local print-shop was furnishing them at fifty for three shillings—a cent and a half apiece. The hotels all have their "menus" printed anew for each meal, and these bills of fares are quite extensive, too, for they feed you well in Bermuda, and the table service is excellent.

"Strawberries and cream" form the chief dish at luncheons and afternoon teas, and it is quite a feature to be rowed down the harbor to East Paget and take lunch at a pretty little place called "Spring Haven," where strawberries fresh from the garden and rich thick cream are served in generous quantities. Such little "side trips" are always enjoyable.

The man who runs the American House (where we are staying), is named Augustus Paschal and we suspect he is a French-German. At any rate, he is energetic and progressive and has a wife, two daughters and a son who assist him in the management of the hotel, which is a genuine "family house" and an ideal resting place. Mr. Paschal was formerly a deep-sea diver and came to the Bermudas twenty-odd years ago to gather coral. He had an eye to the future, bought a plot of land right in the centre of Hamilton, and is piling up money. The man who used to be his partner in the diving business is now the captain of the steamer Sea Fern, which makes frequent trips out to the reefs. The boat is about sixty feet long and has a glass bottom, through which the sea gardens are seen in all their glory. This trip on the Sea Fern is one of the most popular excursions in Bermuda.

One of the most unique features of Bermuda is the absence of closets in the homes and hotels. One's wardrobe is hung on the wall behind a curtain, never mind whether he lives, with a private family or in one of the hotels, either large or small. No closets are in evidence and even in the more modern homes the kitchen is the only room which possesses a closet of any sort. Stoves are needed only for cooking purposes, as the weather is never cold and a frost has never been known in the history of Bermuda. One American who came here eight years ago and settled, bought a ton of coal upon his arrival, thinking he would need it "when cold weather came." He told the writer that, aside from the coal which children have used to shy at dogs and cats, the ton remains intact to this day, as wood fires and kerosene stoves seem to be all necessary for his household use.

Bermuda's telephone service is also unique. The system is obsolete, out-of-date, antique, or anything you may call it. When you want to talk to a friend you ring up "central," tell her (or it) the name of the person you desire, where he or she lives, and how long you think you will want to talk. Sometimes you get connections, and sometimes you do not—more often you do not. On the Sabbath, one can telephone only between the hours of 2 and 3 in the afternoon, so there is very little Sunday gossip flitting through the air.

Yesterday "the trunk woman" arrived and there was lots of righteous curiosity adrift to see this famous individual. She proved to be an English lady of rank, fresh from London and intent upon a few weeks' sojourn at Bermuda. She brought her wardrobe with her, or—at least, a portion of it—for she was blessed with eighty-four trunks, each and everyone of them real family affairs, and it was some sight to see them.

Like Nantucket, Bermuda experiences a wave of high prices during "the season," lasting from November to May. The heavy patronage of American tourists results in a jump in the prices on such provisions as eggs and milk, which depend wholly upon local supply, and this month hen fruit has been selling at 72 cents per dozen, and milk at 12 cents per quart. Much of the milk produced in Bermuda is from goats, a good "nanny" furnishing an average of two quarts per day. Nearly all of the native families keep their own goats, the milk being much more nutritious than that from cows, especially for "infants," (as the natives always term children under five years of age).

Bermuda has no public schools, yet the provincial government compels all children between the ages of six and fourteen years to attend school. It costs each child a penny (two cents) a day, and the tax comes hard on some of the large families dependent upon the soil for a livelihood. America is far ahead of England in educational matters, for the latter country, (if what we have seen on Bermuda may be taken as a sample of the way things are handled in Britain itself) does not even afford its children the advantages of free education.

One member of our party went into a store and bought an article priced at a shilling, handing the lady a quarter in payment. To our amusement the latter could not "make change," although all that was necessary was a United States cent or an English ha'-penny. In some shops they take a quarter for a shilling, without offering change, but this saleslady insisted upon the purchaser taking a few pins so as to square the bargain. It was a rather amusing transaction, but there are lots of amusing things here in Bermuda and the place gets more interesting and attractive every day.

We felt "real Nantuckety" when sailing over to St. George's island last Wednesday, for there were three native Nantucketers, one 'Sconset summer resident (Mrs. Pierce C. Richards) and several others from Massachusetts in the party. Mrs. Richards sails for the States on the 25th on the Bermudian, but our party returns on the Oceana, which sails the same day, and here's hoping the homeward passage will not be quite as "dusty" as it was coming down.

H. B. T.

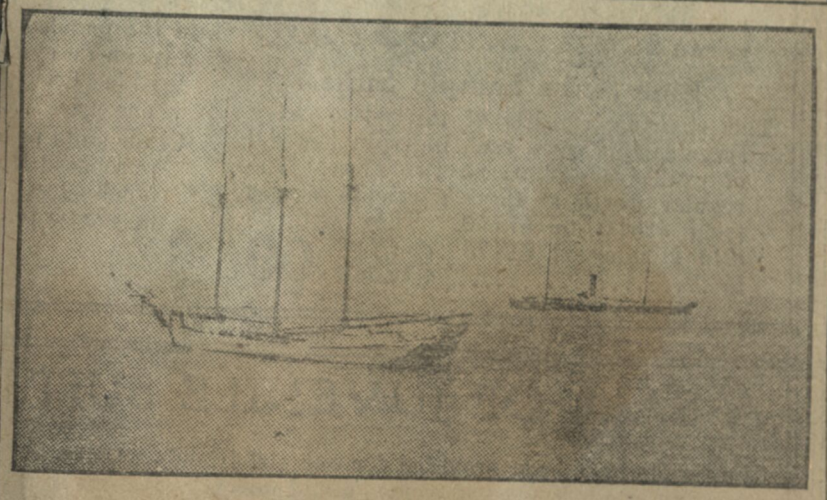
Bermuda, March 18th.

[The above was penned nearly two weeks ago. Distance, poor mail service and delayed steamers may give it something of a "chestnutty" tone by this time, yet it may prove to possess a grain of interest, even with its antiquity. Suffice it to say, that "we" are home again, the passage up being quite smooth and comfortable, and anyone who has been in a foreign clime for a few weeks or months will realize the feelings that passed over us when we stepped ashore in our home country once more. It is pleasant to take a vacation trip, (profitable to the mind if not to the pocket-book), and the days and weeks go all too quickly, yet—it is always nice to get home again, for "there is no place like home," especially if that home be located on Nantucket isle, in the good old U. S. A.—Ed.]

THE SUNDAY STANDARD, APRIL 2, 1911.

THE SCHOONER REPUBLIC.

New Bedford Vessel in Leaky Condition.



SCHOONER REPUBLIC.

The accompanying illustration shows the New Bedford schooner Republic as the vessel lay anchored in a leaking condition off St. George's island. The photograph showing the schooner with a steamer in the distance was one taken by Harry B. Turner, editor of the Nantucket Inquirer and Mirror, as the latter was leaving Bermuda on Saturday, March 25. The steamer in the distance is the German tramp Kaiser Weinrich.

44 Pleasant St.
Brookline

My dear Mr Turner

Your letter from Bermuda was both interesting & instructive. Altho' I have received long letters from different friends who have gone there from time to time, it was from your letter that I learned the

real Climate - location
& the time it takes to
reach it from this point.
I also have a vivid
picture of the lime walks
& houses & fields of lillies
which makes it all seem
much more real & nearer
than some far off tropical
spot, which I thought of
in a vague way - when
Bermuda was mentioned
by any one — Am

Love from letter gave a great
many people pleasure in
reading
Sincerely Yours
Annie Burnett Fenyo
Kindly return receipt for
the enclosed

EARLY NANTUCKET STEAMERS.

The Eagle First Steam Propelled Craft to Run to the Island.

(Turner's "Story of Nantucket Steamers.")

The first steamer to cross Nantucket Sound was the Eagle, an awkward little boat of about eighty tons, which was built at New London, Conn., early in the year 1818. This boat made her first trip to Nantucket on the 5th of May, with about sixty passengers, among whom were Friends to attend the "quarterly meeting." Two weeks later the Eagle again visited Nantucket, and on the 25th of June, 1818, commenced making schedule trips between Nantucket and New Bedford. The quickest passage which this little steamer is said to have made between these two places was on the 30th of July, when she covered the distance in eight hours and seven minutes, without stops.

The Eagle was of peculiar model and queer construction, yet at that period, which was almost the beginning of "steamboating," she was considered a remarkable vessel—a big improvement over the Clermont, and, as one old diary records it, "very fast and seaworthy." The description of the Eagle found among old papers is very meagre, and the bureau of navigation makes the plain statement that she was 92 feet long, 17.8 feet beam, with 6.8 feet depth of hold, and had a figurehead and round stern. It is known that she had two copper boilers and burned wood for fuel—as did all of the steamers running to Nantucket prior to 1842.

To the Eagle also belongs the credit for towing the first vessel into Nantucket harbor under steam, this craft being the whaleship George, which returned from a Pacific ocean whaling voyage on July 24, 1818, with 2016 barrels of sperm oil on board. The Eagle took the ship in tow outside the bar and brought her around Brant Point, hundreds of the townspeople going to the water front to witness the event.

The Eagle made regular trips to Nantucket for three months in 1818, but the venture proved unprofitable, through lack of patronage and the heavy expense necessary in operating the steamer, so the promoters of the project gave it up the latter part of September and decided to sell the boat. They found a ready sale for her, and a week after leaving Nantucket the Eagle was placed in service between Boston and Hingham, being the first boat to make trips between those places. Nantucket, however, was the first place to have the Eagle, which fact is worthy of note, even though her service was a financial failure.

The little boat's trips on the Boston-Hingham route were very irregular until the summer of 1819, when she commenced making scheduled passages across the bay, and continued in service there until the year 1821, when she was sold. It is said that the owners of the Eagle received as much for the two copper boilers, when they sold her, as the boat cost when new. The fact that the steamer could not be run with profit, either on the Nantucket or the Hingham route, would indicate that the cost of operation must have been enormous and the amount of business very light.

Nantucket also had a steamer Massachusetts, built in 1842, especially for that route at a cost of nearly $40,000. She still maintained the old style "square engine," with the peculiar "A" or "gallows-frame" amidships to guide the heavy cross-head, at the ends of which were attached the connecting rods that turned the cranks to the paddle-wheels, the piston-rod being attached to the centre of the cross-head and making with it a letter "T." She was of 303 tons, 161 feet 2 inches long, 23 feet 11 inches beam, with a depth of 8 feet 4 inches, and her first trip was made on July 4, 1842, under command of Captain Lot Phinney.

The Massachusetts was considered the finest steamer on the New England coast at that period, and her increased size and power were commented upon quite forcibly by the local press, and the daily papers of Boston and New Bedford freely complimented Nantucket upon her good fortune, and in October, 1848, she too visited Boston harbor, bringing an excursion party to the "Water Celebration" commemorating the introduction of Cochituate water into Boston.

In September, 1855, she was superseded by the well-remembered Island Home, built expressly for this route, and used also when occasion required, for assisting vessels wrecked upon the shoals in that vicinity, continuing in the service until 1895, when she was sold to parties in New York and, later on, converted into a coal barge. The Massachusetts did occasional service until 1858, when, only sixteen years old and still stanch and able, she was sold to Captain Emerson of Keyport, N. J., for use in that vicinity.

During the Civil war she was used as a dispatch boat at Fortress Monroe, and bore on her paddle-boxes the name John W. D. Pentz, but still retained the old name Massachusetts on her stern.

At the close of the war the steamer resumed her proper name, Massachusetts, and for a number of years plied as a passenger steamer on the Chesapeake bay, between Baltimore and St. Michaels, having been rebuilt with some forty-odd staterooms. A few years later the Massachusetts passed into the control of the Maryland Steamship company of Baltimore, and on March 28, 1876, made her first trip on what was known as "the great Wicomico and Plankatauk rivers, and Dividing and Dymers creeks' route from Baltimore to Freeport," making fifteen landings between the two places. She continued to ply about Chesapeake bay until the early eighties, but her later history is not known.

The Best He Could Do.

(Ladies' Home Journal.)

When Christine Nilsson made her concert tour in the United States in 1884 Signor Brignoli sang with her. He caused much merriment when he came forward in a Missouri town to apologize for Nilsson's indisposition.

"Madame Nilsson ees a leetle horse," he said. Noticing a ripple of laughter among the audience he repeated the statement that Nilsson "was a leetle horse, a leetle colt."

Whereupon a facetious occupant of the gallery brought down the house by remarking: "Well, then, why don't you trot her out?"

N. B. Mercury
Feb. 28, 1912.

BOSTON POST,
MONDAY, FEBRUARY 5, 1912

NANTUCKET GETS YEAST AND FILMS

Acushnet and Nantucket Get Supplies and Mail to Island

NANTUCKET, Feb. 4.—Relief in the form of yeast cakes and moving picture films reached the ice bound inhabitants here yesterday aboard the revenue cutter Acushnet, but the ice bar and the great floes which have prevented the running of the regular steamboat line are unbroken.

UNABLE TO BREAK ICE

The cutter was unable to break through the ice bar which blocks the channel and was compelled to land the mail and passengers, who had waited for three days at Woods Hole, on the beach at Quidnet, on the east side of the island.

The landing was made in dories in a rough sea and many of the passengers were wet to the skin during the passage through the surf.

The appeal for relief in the usual form of moving-picture reels and yeast cakes, while it may appear ridculous, was a most serious matter with the 300 inhabitants of the island. The moving picture is the only form of amusement the people can enjoy while cut off from the mainland by the ice, and yeast was at a premium.

Food is still plentiful on the island, but the affairs of many of the families here have suffered much because of the isolation.

Miss Charlotte Owen was ill and her condition demanded immediate expert surgical attendance. She was taken away [illegible]day by revenue cutter after being [illegible] miles over the frozen roads to the [illegible]ch at Quidnet. She survived the passage in the dory from the shore to the cutter through the surf and was on her way to Boston last night.

John R. West and his family of wife and five children who were recently summoned to the bedside of a dying daughter in New Bedford were also taken off by the cutter, but feared they would not reach the dying woman in time. Others were anxious to leave the island for business reasons.

Mr. and Mrs. Arthur Williams, Mr. and Mrs. Noah P. Appleton, Royal C. Appleton, James L. Worth, Orison V. Hull and Alfred Dawson were landed on the beach from the cutter.

NANTUCKET FEELS SHORTAGE OF MONEY

Poor People Handicapped by Severe Weather.

NANTUCKET, Feb 7—The most serious condition which confronts Nantucket as a result of the prolonged ice embargo is a shortage of money, and the merchants and business men are already feeling the effects.

For six weeks the fishing industries have been closed, with at least 300 men idle and without means of livelihood, while the weather and heavy snows have prevented all classes of mechanics from working.

Up to Jan 1 the weekly income from scalloping alone was about $2000, and it is estimated that the severe weather has resulted in an actual loss to Nantucket of at least $20,000.

Many of the poorer families depending on scalloping and quahoging are now feeling the money shortage, and local provision dealers are obliged to carry book accounts, rather than refuse to supply the necessities of life to these families.

This afternoon two men speared three hours and a half and only caught one eel. There is no shortage of provisions on Nantucket, nor will there be any should the freeze-up last a month longer, but there is a shortage of money among the poorer class, who are now facing a real hardship, which cannot be relieved until the harbor is free of ice again. Globe.

ICE AT BRANT POINT, NANTUCKET, AS SEEN YESTERDAY FROM A STEAMER

Taken by J. W. Dalton from the "Sankaty"
January 14, 1911

STATE MUST GIVE UP FUND

Royal Arcanum to Get Back $5,902,100.

Judge Braley Directs Stevens Turn Over Securities.

New Law Omits Giving Its Care to Treasurer.

Judge Braley of the Supreme Court yesterday ordered a writ of mandamus to issue in the petition of the Supreme Council of the Royal Arcanum against State Treas Stevens directing him to turn over to the petitioner securities worth $5,902,100, comprising an emergency fund which was deposited under the law.

Under an act passed by the Legislature last year provision was made for the fund, but the act omitted to state that the same should be held by the State Treasurer as was provided under the old statute. In view of this omission the petitioner claimed that it was not intended that the State Treasurer should hold the fund and an order was asked to have it paid back to the Supreme Council.

RECEIVED BY PRESIDENT.

Council of Junior Mechanics at the White House.

WASHINGTON, Feb 3—President Taft today received the National Council of the Junior Order of United American Mechanics, which is prepared to withstand another siege.

cessities of life on hand, it was urged upon the captain of the cutter to bring over a supply of 500 persons is being entertained by the moving pictures.

Although she failed to break the embargo, the Acushnet brought and the Nantucket in many ways, and the island is prepared to withstand another

BOSTON POST,

MONDAY, FEBRUARY 5, 1912

NANTUCKET GETS YEAST AND FILMS

Acushnet and Nantucket Get Supplies and Mail to Island

NANTUCKET, Feb. 4.—Relief in the form of yeast cakes and moving picture films reached the ice bound inhabitants here yesterday aboard the revenue cutter Acushnet, but the ice bar and the great floes which have prevented the running of the regular steamboat line are unbroken.

UNABLE TO BREAK ICE

The cutter was unable to break through the ice bar which blocks the channel and was compelled to land the mail and passengers, who had waited for three days at Woods Hole, on the beach at Quidnet, on the east side of the island.

The landing was made in dories in a rough sea and many of the passengers were wet to the skin during the passage through the surf.

The appeal for relief in the usual form of moving-picture reels and yeast cakes, while it may appear ridculous, was a most serious matter with the 300 inhabitants of the island. The moving picture is the only form of amusement the people can enjoy while cut off from the mainland by the ice, and yeast was at a premium.

Food is still plentiful on the island, but the affairs of many of the families here have suffered much because of the isolation.

Miss Charlotte Owen was ill and her condition demanded immediate expert surgical attendance. She was taken away today by revenue cutter after being [illegible] miles over the frozen roads to the beach at Quidnet. She survived the passage in the dory from the shore to the cutter through the surf and was on her way to Boston last night.

John R. West and his family of wife and five children who were recently summoned to the bedside of a dying daughter in New Bedford were also taken off by the cutter, but feared they would not reach the dying woman in time. Others were anxious to leave the island for business reasons.

Mr. and Mrs. Arthur Williams, Mr. and Mrs. Noah P. Appleton, Royal C. Appleton, James L. Worth, Orison V. Hull and Alfred Dawson were landed on the beach from the cutter.

NANTUCKET FEELS SHORTAGE OF MONEY

Poor People Handicapped by Severe Weather.

NANTUCKET, Feb 7—The most serious condition which confronts Nantucket as a result of the prolonged ice embargo is a shortage of money, and the merchants and business men are already feeling the effects.

For six weeks the fishing industries have been closed, with at least 300 men idle and without means of livelihood, while the weather and heavy snows have prevented all classes of mechanics from working.

Up to Jan 1 the weekly income from scalloping alone was about $2000, and it is estimated that the severe weather has resulted in an actual loss to Nantucket of at least $20,000.

Many of the poorer families depending on scalloping and quahoging are now feeling the money shortage, and local provision dealers are obliged to carry book accounts, rather than refuse to supply the necessities of life to these families.

This afternoon two men speared three hours and a half and only caught one eel. There is no shortage of provisions on Nantucket, nor will there be any should the freeze-up last a month longer, but there is a shortage of money among the poorer class, who are now facing a real hardship, which cannot be relieved until the harbor is free of ice again. Globe.

ICE AT BRANT POINT, NANTUCKET, AS SEEN YESTERDAY FROM A STEAMER

Taken by J. W. Dalton from the "Sankaty" January 14, 1911

MAKES LANDING THROUGH SURF

Cutter Acushnet Goes to Nantucket.

Unable to Break Ice on Bar, but Steams to Quidnet.

Takes Off Sick Woman Who Needs Hospital.

NANTUCKET, Feb 3—The revenue cutter Acushnet came to Nantucket today and endeavored to break the ice channel, but after an hour's battle in the harbor ice outside the bar was obliged to give up the attempt.

She then steamed around the east end of the island to Quidnet, where eight passengers and mails which have been accumulating at Woods Hole since Wednesday were landed.

Three stricken families have for two days been imploring relief from the isolation, and today Lieut Wiley, in charge of the Acushnet, volunteered to make the effort to reach Nantucket. It being impossible for the regular island steamer to venture from Woods Hole owing to the damage which she received in the ice fields on Thursday.

Miss Charlotte Owen, a young woman in need of immediate surgical treatment, was to be rushed to a Boston hospital if her life were to be saved. John R. West and his family of five were summoned from their home in Nantucket to the bedside of a dying daughter in New Bedford; Mr and Mrs Arthur Williams of Nantucket and Mr and Mrs Noah P. Appleton and Mr C. Appleton of Brockton were desirous of reaching the island to attend the funeral of a relative who died early in the week.

These personal appeals, added to the isolated condition of the 3000 inhabitants of the island, and the request for a fresh supply of yeast cakes and moving picture reels, caused Lieut Wiley to make the trip into the ice fields today.

Unable to Break Ice.

The Acushnet reached Nantucket bar about 1 o'clock. There Capt Miley found the ice packed together in a solid mass, under which the tide was running so swiftly that all buoys marking the channel were out of sight. Time after time the cutter drove her nose into the ice at the entrance to the channel, only to be swept back by the action of wind and tide, threatened to carry her aground on the bar.

All the seamanship of Lieut Wiley and Master George Robinson failed to break the ice, and the commander decided it was too much for the cutter, side at 2 o'clock. Then after two hours of fighting about 200 yards from shore, two fishing dories were dropped from the cutter's davits and manned by Nantucket men transported the passengers and mail between the cutter and the shore. The breakers were heavy and the boats were in danger of being dashed upon the shore and the icy spray from the breakers wet several of them to the skin.

Those landed from the cutter were Mr and Mrs Arthur Williams, Mr and Mrs Noah P. Appleton, Royal C. Appleton, James L. Worth, Orison V. Hull and Alfred Dawson.

Picture Reels Enjoyed.

Those who took passage on her were John R. West and family, Mrs Clinton C. Macy, Miss Charlotte Owen, Mrs A. H. Gingman, all of Nantucket; Frank I. Covil of New Bedford and Henry Phinney of Boston. Several other intending passengers were unable to board the cutter.

Other than the Boston papers and the mails, the only articles brought by the Acushnet to relieve the isolated conditions were a large supply of fresh yeastcakes and a number of reels of films for the island moving picture theatre. While to the residents of the mainland the latter may seem ridiculous, the pictures afford the only recreation during a period of isolation like the present, and as there is an ample supply of the necessities of life on the island, the yeast cakes were regarded as of secondary importance. The Acushnet brought relief to the island to the extent of 600 persons, but there are still 3000 persons left on the island to be rescued or withstand another siege.

NANTUCKET IS IN NEED OF FRESH MEAT

Yeast Cakes All Gone and Eels Scarce.

Town Likely to Ask That Gresham Bring Relief.

NANTUCKET, Feb 10—Nantucket is in need of fresh meat. The revenue cutter Gresham, which landed mails, yeast cakes and moving picture films on the east end of the island Friday, failed to bring over a supply of meat, and in consequence the local markets are bare.

One of them has been without beef for three days and the supply in the other two was exhausted today. The proprietors are considering closing their stores until a stock can be landed. The harbor is now more tightly sealed than ever and a request will be sent for the cutter to make another trip.

Every yeast cake landed Friday has disappeared. The scarcity of eels in the harbor has placed the few caught daily in unusual demand. This morning nine men were seem endeavoring to purchase a single stick of eels from the lucky fisherman who had caught them. There is am ample supply of staple provisions, but the townspeople do not care to go without meat for many days.

Today has been the coldest for a number of years, the local weather bureau reporting a minimum of 4 degrees above and a mean of 11. The steamer Nantucket has now been frozen at her berth a week and there is no prospect of her release.

At the annual town meeting Monday a vote will probably be passed requesting the Government to order one of the cutters to come to Nantucket two or three times a week with mail and provisions during the embargo.

NANTUCKETERS REQUEST FOOD

Ask Steamboat Line to Land Meat.

Pass Resolutions Unanimously at Town Meeting.

Apparently Abandoned Is Their Claim.

NANTUCKET, Feb 12—The citizens of Nantucket, assembled in annual town meeting today, passed a unanimous resolution asking that immediate steps be taken by the transportation companies to land meats and other necessities on the island.

Copies of the resolution were telegraphed to Chauncey G. Whiton, manager of the New Bedford, Marthas Vineyard & Nantucket Steamboat Company at New Bedford, and to the general traffic manager of the New York, New Haven & Hartford Railroad at Boston.

The Globe was also requested to give publicity to the existing conditions by publishing Nantucket's appeal, as follows:

"Nantucket, Mass, Feb 12, 1912.

"At the annual town meeting held in Nantucket this day it was voted unanimously that the New Bedford, Marthas Vineyard & Nantucket Steamboat Company and the New York, New Haven & Hartford Railroad Company be informed as to the serious condition of Nantucket in regard to the lack of certain necessaries of the town, and that they be requested to take immediate steps to land somewhere on the island as much as possible of such necessaries and provisions as are now lying at Woods Hole, either by their regular boats or by some seagoing tug.

"(Signed)

"Henry Riddell, Moderator.

"Lauriston Bunker, Town Clerk."

Fear Serious Privation.

While as yet no one is actually hungering on Nantucket, the conditions are such that the inhabitants are without fresh meat. The Western leader stood with lands ing and was renewed again and again. When William D. Haywood was presented, the cheering was almost deafening, the people rising to their feet and waving their hats and handkerchiefs.

Cheers Greet Haywood.

NANTUCKETERS APPEAL AGAIN

Supplies to Be Sent in Few Days.

This Is Not Soon Enough, as They Want Help at Once.

Cows Killed for Food and to Save Grain.

NANTUCKET, Feb 13—The people of Nantucket are boiling with indignation tonight, for the town clerk receivd a telegram from the transportation authorities stating that provisions would not be landed here until Thursday or Friday. The condition is getting more critical, for there is now a shortage of grain for cattle, and today several of the farmers commenced killing worn-out cows for food and to save their scant supply of grain.

When the clerk read the communication from the traffic manager of the railroad in town meeting this afternoon there was an outburst of indignation and he was instructed to send a second appeal, asking that relief be immediate.

His announcement that the Globe had presented yesterday's appeal to the public eye met with a round of applause and the Globe was strongly commended for its courtesy and interest in Nantucket's behalf.

The voters believe that the influence of the Globe in bringing the serious copndition of Nantucket before the public will have more weight in securing prompt relief than the direct appeals to the transportation companies, for the islanders now feel that the residents on the mainland should interest themselves and demand that provisions be landed for the 300 inhabitants and the hundreds of dumb animals on Nantucket without further delay.

The situation has again been brought to the management of the steamboat and railroad companies in the telegram sent by the town tonight, which reads:

"Telegram received and read in open town meeting and citizens greatly indignant at sentiment of same. We understand that the revenue cutter is coming with the mails, but this is through the efforts of our Congressmen.

"What we now demand is that you, as common carriers, charter a tug that will bring us the actual necessities of life, of which there is at this moment an almost absolute absence, and which we feel it is your duty to land at its destination immediately.

"Henry Riddell, Moderator.

"Lauriston Bunker, Town Clerk."

The sea fowl are suffering from the ice embargo and they are said to be dying by hundreds for lack of nourishment. Tonight black ducks flew into town and dropped exhausted in the streets.

NANTUCKET APPEALING FOR RELIEF

Food Supplies Short, Cattle Without Grain

With only a limited food supply as a result of the ice fields which have formed a barrier about Nantucket, the island citizens, in town meeting yesterday, again demanded that efforts be made to land provisions from the mainland. It was the expressed opinion of many that the new turbine steamer Sankaty, now lying at a wharf in New Bedford, which was designed as an ice-breaker, could at least approach near enough to the island so that supplies could be landed over the ice.

RELIEF SORELY NEEDED

Relief is sorely needed. The supply of meat, butter, sugar and similar staple articles is exhausted. Horses and cattle are without grain.

In order to avert the coal famine that is threatened by the ice embargo, the ice field itself was used yesterday to secure a supply of coal for Edgartown. Teams were drawn by horses over the ice to the side of the coal-laden schooner Henry P. Hallock, which has been stranded a mile off shore for 10 days, and a start was made toward removing her cargo of 180 tons of coal.

The two barges Nos. 7 and 16, of the Consolidation Coal Company of Baltimore, which the steamer Charles F. Mayer left in the ice off Great Point Monday, were abandoned yesterday by their crews and may prove a total loss, as both are fast aground on the shoals. The eight men, four from each barge, were brought to Wood's Hole yesterday noon by the wrecking tug Anderton.

An effort will be made to save the barges when the weather moderates.

OPENS BOSTON OFFICE

NANTUCKET IS IN NEED OF FRESH MEAT

Yeast Cakes All Gone and Eels Scarce.

Town Likely to Ask That Gresham Bring Relief.

NANTUCKET, Feb 10—Nantucket is in need of fresh meat. The revenue cutter Gresham, which landed mails, yeast cakes and moving picture films on the east end of the island Friday, failed to bring over a supply of meat, and in consequence the local markets are bare.

One of them has been without beef for three days and the supply in the other two was exhausted today. The proprietors are considering closing their stores until a stock can be landed. The harbor is now more tightly sealed than ever and a request will be sent for the cutter to make another trip.

Every yeast cake landed Friday has disappeared. The scarcity of eels in the harbor has placed the few caught daily in unusual demand. This morning nine men were seem endeavoring to purchase a single stick of eels from the lucky fisherman who had caught them. There is am ample supply of staple provisions, but the townspeople do not care to go without meat for many days.

Today has been the coldest for a number of years, the local weather bureau reporting a minimum of 4 degrees above and a mean of 11. The steamer Nantucket has now been frozen at her berth a week and there is no prospect of her release.

At the annual town meeting Monday a vote will probably be passed requesting the Government to order one of the cutters to come to Nantucket two or three times a week with mail and provisions during the embargo.

NANTUCKETERS REQUEST FOOD

Ask Steamboat Line to Land Meat.

Pass Resolutions Unanimously at Town Meeting.

Apparently Abandoned Is Their Claim.

NANTUCKET, Feb 12—The citizens of Nantucket, assembled in annual town meeting today, passed a unanimous resolution asking that immediate steps be taken by the transportation companies to land meats and other necessities on the island.

Copies of the resolution were telegraphed to Chauncey G. Whiton, manager of the New Bedford, Marthas Vineyard & Nantucket Steamboat Company at New Bedford, and to the general traffic manager of the New York, New Haven & Hartford Railroad at Boston.

The Globe was also requested to give publicity to the existing conditions by publishing Nantucket's appeal, as follows:

"Nantucket, Mass, Feb 12, 1912.

"At the annual town meeting held in Nantucket this day it was voted unanimously that the New Bedford, Marthas Vineyard & Nantucket Steamboat Company and the New York, New Haven & Hartford Railroad Company be informed as to the serious condition of Nantucket in regard to the lack of certain necessaries of the town, and that they be requested to take immediate steps to land somewhere on the Island as much as possible of such necessaries and provisions as are now lying at Woods Hole, either by their regular boats or by some seagoing tug.

"(Signed)

"Henry Riddell, Moderator.

"Lauriston Bunker, Town Clerk."

Fear Serious Privation.

While as yet no one is actually hungering on Nantucket, the conditions are such that the inhabitants are without meat and numerous other essential articles, and unless relief is afforded within a day or two the condition will actually become serious, especially among the poorer classes.

The voters today bitterly censured the transportation companies for apparently abandoning Nantucket and feel that prompt steps should be taken to provide for the 3000 inhabitants. At a certain stage of the tide, the ice leaves the shore on the east end of the Island and a tug or steamer could successfully make a landing there.

The new steamer Sankaty, built for battling with the ice, is said to be lying at New Bedford, and the islanders feel that she should be sent over with provisions, even though they have to be landed over the ice field, which surrounds Nantucket to the North. The regular steamer is frozen solid at her berth and there is no prospect of an early release.

A petition sent to Congressman Greene at Washington today, asking that one of the revenue cutters be sent down with mails and provisions, was unsuccessful, and it is thought neither the Acushnet or the Gresham will be available before Thursday.

Record Attendance.

The annual town meeting, which convened this morning, is facing the longest warrant in the history of the town, and, owing to the enforced idleness of the inhabitants, the attendance broke all previous records.

Appropriations have been made as follows: Schools $14,000, Poor Department $4800, Fire Department $5000, Police Department $2500, county expenses $4500, contingent expenses $4000, highways $1000, sidewalks $700, street lighting $3900, harbor improvement $1000, interest on loans $2600.

The town meeting will doubtless last the entire week. Election of officers has been set for Wednesday.

NANTUCKETERS APPEAL AGAIN

Supplies to Be Sent in Few Days.

This Is Not Soon Enough, as They Want Help at Once.

Cows Killed for Food and to Save Grain.

NANTUCKET, Feb 13—The people of Nantucket are boiling with indignation tonight, for the town clerk received a telegram from the transportation authorities stating that provisions would not be landed here until Thursday or Friday. The condition is getting more critical, for there is now a shortage of grain for cattle, and today several of the farmers commenced killing worn-out cows for food and to save their scant supply of grain.

When the clerk read the communication from the traffic manager of the railroad in town meeting this afternoon there was an outburst of indignation and he was instructed to send a second appeal, asking that relief be immediate.

His announcement that the Globe had presented yesterday's appeal to the public eye met with a round of applause and the Globe was strongly commended for its courtesy and interest in Nantucket's behalf.

The voters believe that the influence of the Globe in bringing the serious condition of Nantucket before the public will have more weight in securing prompt relief than the direct appeals to the transportation companies, for the islanders now feel that the residents on the mainland should interest themselves and demand that provisions be landed for the 300 inhabitants and the hundreds of dumb animals on Nantucket without further delay.

The situation has again been brought to the management of the steamboat and railroad companies in the telegram sent by the town tonight, which reads:

"Telegram received and read in open town meeting and citizens greatly indignant at sentiment of same. We understand that the revenue cutter is coming with the mails, but this is through the efforts of our Congressmen.

"What we now demand is that you, as common carriers, charter a tug that will bring us the actual necessities of life, of which there is at this moment an almost absolute absence, and which we feel it is your duty to land at its destination immediately.

"Henry Riddell, Moderator.

"Lauriston Bunker, Town Clerk."

The sea fowl are suffering from the ice embargo and they are said to be dying by hundreds for lack of nourishment. Tonight black ducks flew into town and dropped exhausted in the streets.

NANTUCKET APPEALING FOR RELIEF

Food Supplies Short, Cattle Without Grain

With only a limited food supply as a result of the ice fields which have formed a barrier about Nantucket, the island citizens, in town meeting yesterday, again demanded that efforts be made to land provisions from the mainland. It was the expressed opinion of many that the new turbine steamer Sankaty, now lying at a wharf in New Bedford, which was designed as an ice-breaker, could at least approach near enough to the island so that supplies could be landed over the ice.

RELIEF SORELY NEEDED

Relief is sorely needed. The supply of meat, butter, sugar and similar staple articles is exhausted. Horses and cattle are without grain.

In order to avert the coal famine that is threatened by the ice embargo, the ice field itself was used yesterday to secure a supply of coal for Edgartown. Teams were drawn by horses over the ice to the side of the coal-laden schooner Henry P. Hallock, which has been stranded a mile off shore for 10 days, and a start was made toward removing her cargo of 150 tons of coal.

The two barges Nos. 7 and 18 of the Consolidation Coal Company of Baltimore, which the steamer Charles F. Mayer left in the ice off Great Point Monday, were abandoned yesterday by their crews and may prove a total loss, as both are fast aground on the shoals. The eight men, four from each barge, were brought to Wood's Hole yesterday noon by the wrecking tug Anderton.

An effort will be made to save the barges when the weather moderates.

ADDS BOSTON OFFICE

FRESH MEAT Globe IS DUE TODAY

Relief for Nantucket on Cutter Acushnet.

Huge Store of Provisions for Ice-Blockaded Island.

Town Meeting Cheers the News of Succor.

NANTUCKET, Feb 14—There was loud cheering in town meeting this afternoon when a telegram was received fro... age... no... tu... Tr... ha... ne... an... W... is...

Real Est... in New ...
The Glob...

Continued on the Fourth Page.

...ore Return to Mills.

...This morning there was another increase in the number who went to work, so that one mill, the Pacific, now claims to have two-thirds of its regular force. There have been lesser increases in several other mills.

...These things have caused many of the observers to believe that the strike is weakening, losing force, shredding to pieces. The strike committee meetings, too, have not had the enthusiasm for the last two days that formerly characterized them.

...The I. W. W. leaders, however, laugh at the idea of weakening. W. D. Haywood said tonight: "Why, we've got the...thing no labor movement has ever accomplished before, and they're standing solid. The mills can't run without them."

...The I. W. W. got another class to...ight also. The "section hands," or

GET MEAT AND YEAST

Nantucketers Relieved.

Globe

Acushnet Grinds Way Through Ice.

Islanders Greet Her With Cheers at Quidnet.

Cutter Saves Schooner on Way Back.

WOODS HOLE, Feb 15—The revenue cutter Acushnet, Capt Wiley, with pilot George Robinson, succeeded in breaking her way through the ice pack today and landed passengers, mails, meats, provisions and newspapers on the east shore of Nantucket at Quidnet.

The Acushnet was forced to break her way through the ice fields for more than 25 miles, and so thick was the ice pack in some places on the shoals between the Handkerchief Lightship and the buoy off Great Point that the steamer, although her engines are of 1000 horse power, was brought to a full stop several times, wedged fast in the ice and had to back and drive into the pack at full speed before she managed to work her way along.

The Acushnet left the dock here at 7 o'clock this morning with three residents of Nantucket, Mr and Mrs G. W. Hardy and Miss Emily Hussey, a school teacher on the island, as passengers. Miss Hussey has been waiting to return to Nantucket for more than two weeks. Mr and Mrs Hardy have also been waiting for two weeks to return to their home, and the party were especially pleased to reach there today and before landing expressed their gratitude to Capt Wiley for his promptness in going to the island after receiving orders from Washington.

But little ice was encountered until the Cross Rip lightship, where the pack was found to be more than four inches thick.

Warned to Work Quickly.

Once the Acushnet entered the ice pack that stretched across the shoals from the shores of Cape Cod to Nantucket she found the task of breaking the ice and making speed a difficult one, but she was kept battling with it, and although the solid ice brought her to a full stop four times she managed to work her way into a lead of open water off Great Point and thence through the broken ice to a point off Quidnet, where she anchored.

As the Acushnet was on her way along the coast off Great Point the operator received a wireless message from Siasconset saying that a violent northeast gale was coming up the coast, that the ice was fast setting in toward the shore at Quidnet, and asking that Capt Wiley make all haste possible to land the passengers, mails and provisions.

Several hundred residents of Nantucket had driven from town a distance of nearly nine miles to witness and welcome the coming of the Acushnet and three boats manned by local fishermen and a boat from the Coskata lifesaving station with Capt Norcross and members of his crew pushed off from shore through the drift ice and were alongside the Acushnet almost the moment that her anchors were dropped.

Ice Closing In.

The mails, meats and provisions were quickly passed over the side of the Acushnet, and the boats, loaded to the gunwales, started for the shore, while other boats, manned by the local fishermen, took the passengers aboard and started through the ice for the beach. The cheering on shore which greeted the arrival of the Acushnet had hardly died away before cheer after cheer echoed over the waters as the cargo and passengers were safely landed on the shelving beach.

All the time that the Acushnet was at anchor the strong tide and freshening northeast breeze was fast carrying the ice that had been sighted off the coast at Great Round Shoal along the coast, and when she started back the ice was found miles westward of where it was this morning.

Half a dozen passengers were taken back here and they were greatly pleased and thankful for the opportunity offered by Capt Wiley to reach the mainland, where all had important business matters to attend.

Included among the passengers were two sailors of the schooner Julia Berkley, which has been frozen in the ice in Nantucket Harbor for more than a month. The men said that they were without funds except what had been given to them by the residents of Nantucket and were on their way to seek employment on other schooners, saying that they believed that it would be at least a month, if not longer, before the Berkley would be able to get out of the ice.

Rescues Jane Palmer.

The supply of hay and grain is short and the farmers have started to kill their cattle. The dealers are limiting the sales of grain so that there will not be a monopoly by any person of the small supply on hand and every known means for prolonging the small supply is being employed to make it hold out until some grain is landed. Merchants are giving credit to a larger number of persons this Winter than ever before, said the residents who came on the steamer today.

On her way back the Acushnet was kept well up toward the Handkerchief and Cross Rip lightships. The cutter steamed close to a schooner and found she was the Jane Palmer, which has been more than two weeks in the ice with the crew on short rations. Capt Wiley spoke the schooner and Capt Carder was glad to accept the assistance offered by Capt Wiley, and as soon as her anchors could be gotten up and a hawser run to the Acushnet she started with the big schooner in tow. The Gresham earlier in the day had rescued the schooner James Williams from the ice rack on the shoals and towed the craft to Vineyard Haven.

The men on the Cross Rip and Handkerchief lightships, which the Acushnet passed today, were as eager for newspapers as the residents of Nantucket, but on account of the dangers of approaching the floating beacons it was impossible to deliver papers to them.

When the Acushnet dropped the Jane Palmer off the Vineyard the ice was then rapidly filling the harbor and it is feared that before morning the anchorage ground there will be choked and the fleet of nearly half a hundred vessels will be imprisoned.

Wrecking tugs today floated off Great Point, Nantucket, the Consolidation Coal Company barge No. 7 after jettisoning about 100 tons of coal. She was towed here and found to be not leaking. The wrecking tug immediately returned to work upon barge No. 16, which was near No. 7.

ISLAND REJOICES.

About 50 Carts Used to Transport Provisions Across the Island From Quidnet to Town—Globe Praised.

NANTUCKET, Feb 15—There is universal rejoicing in Nantucket tonight, for the islanders have enjoyed their first taste of fresh meat for three days, and there is no more butteriess bread. The revenue cutter Achushnet made a very successful landing at Quidnet today and more than three tons of provisions were brought ashore in the boats.

Upward of 50 carts were employed in the transportation of provisions, mails and Boston papers to town and the island merchants have been busy for the first time in three weeks. The Nantucket people feel that the publicity which was given their distressed condition by the Globe had much to do with the relief afforded them today and are grateful.

The butchers were at work at a late hour tonight cutting up meat for distribution among their customers, and every family on the island received at least a portion of a yeast cake, while butter, which has been dealt out in quarter-pound lots for several days, was in heavy demand. The provisions landed by the Acushnet today was the first ounce of foodstuff Nantucket has received since Feb 4, and as the Muskeget life-savers have been without regular supplies for six weeks and have been relying on their reserve stock of canned goods, an effort is to be made to get provisions across the ice to them tomorrow.

Some of the island fishermen who have been ice-bound on Muskeget Island were able to reach town today, and one of them came into town meeting and stated that his larder had been down to two potatoes and an onion. Fresh meat is to be sent to the small villages in all parts of the island in the morning.

FRESH MEAT IS DUE TODAY

Relief for Nantucket on Cutter Acushnet.

Huge Store of Provisions for Ice-Blockaded Island.

Town Meeting Cheers the News of Succor.

NANTUCKET, Feb 14—There was loud cheering in town meeting this afternoon when a telegram was received from C. M. Wood, general traffic manager of the New Haven Railroad, announcing that in response to Nantucket's second appeal for relief, the Treasury Department at Washington had ordered the revenue cutter Acushnet to proceed to Nantucket tomorrow and that the cutter was already at Woods Hole loading provisions for the island.

She is to start early in the morning and will probably make a landing at Quidnet. Arrangements are being made to transport provisions over the eight miles of rough road to town and the townspeople are all contemplating delayed dinners that they may enjoy a taste of fresh meat.

The provision dealers anticipate a rush and have arranged to handle the demand with extra help.

The town officers elected were: Selectmen, John Killen, Walter N. Chase, Edward H. Perry, William T. Swain, Henry Riddell; treasurer, G. Howard Winslow; collector, Arthur H. Gardner; assessor, Charles J. Fisher; sewer commissioner, David W. Lewis; tree warden, Clinton C. Macy; auditor, Edwin A. Peterson; school committee, Josephine S. Brooks, Sarah H. Fishback. Fire wardens, Arthur A. Norcross, Maurice W. Boyer, Charles G. Coffin, Horace L. Gibbs, Charles H. Pitman. License—Yes 286, no 264. Last year—Yes 312, no 242.

CUTTER ACUSHNET LOADING.

Huge Quantity of Supplies Laid in for the Ice-Blockaded Nantucket Residents.

WOODS HOLE, Feb 14—Tomorrow morning, the revenue cutter Acushnet will try to break the ice blockade at Nantucket and deliver the mails, meats and provisions to the imprisoned residents, who have not been in communication with the mainland for nearly a week. The Acushnet arrived here this afternoon from New London, and arrangements for attempting the trip were made for Capt Wiley at once.

Agent Whiton of the steamship company will go on the cutter to superintend the landing of the mails and supplies. Local Agent Vedeler had the mails and provisions put aboard the cutter Acushnet this afternoon, and Capt Wiley announced this evening that he would leave at 7 a m tomorrow. He expects to reach Nantucket about noon.

Included in the supplies that will be taken to Nantucket are 7000 pounds of meat, 30 bundles of newspapers, 65 sacks of mail, a large lot of yeast cakes and a number of films for the moving picture show.

Pilot Robinson of the Acushnet, who has had years of experience on the shoals, will direct the tug in her battle with the ice pack. It is likely that it will be a hard task for the Acushnet to break her way through the ice, which Capt Eaton of the lighthouse tender Anemone says is thicker than he has ever known it along the coast.

The crews of both the Handkerchief and Cross Rip Lightships could safely walk either to Nantucket or to their homes on Cape Cod, a dozen miles distant, if they wished, as the ice is more than six inches thick, and stretches in a solid barrier across the shoals.

Capt Wiley intends to run to a point off Quidnet, which is a dozen miles from Nantucket village, and Capt Norcross and his crew of life-savers of the Coskata Station, assisted by fishermen, will undertake to land the mails, supplies and the few passengers from the Acushnet. Among the passengers is a member of the Coskata crew, whose liberty expires tomorrow.

The racing tides have piled the drift ice in huge barriers, some of them more than 20 feet high on the shoal places off Nantucket, presenting a strange and novel spectacle. When Capt Eaton returned here tonight he reported all the lightships still holding to their stations. A great many important buoys in the path of shipping have been carried under or swept adrift by the ice, and none of them can be replaced until the ice breaks up.

The wrecking steamer Anderton, which left here last night to go to the two abandoned barges on the shoals, has not returned. It is believed that she has succeeded in breaking her way through the ice and is salvaging the wrecked barges.

Reports from Nantucket tonight are that large fields of ice are forming on the east coast of Nantucket, which may prevent the Acushnet from landing supplies even if she succeeds in reaching this far-away island.

The Globe correspondent will go on the Acushnet and assist in landing the big bundle of Globes that the residents of Nantucket are eagerly waiting for.

GET MEAT AND YEAST

Nantucketers Relieved.

Globe

Acushnet Grinds Way Through Ice.

Islanders Greet Her With Cheers at Quidnet.

Cutter Saves Schooner on Way Back.

WOODS HOLE, Feb 15—The revenue cutter Acushnet, Capt Wiley, with pilot George Robinson, succeeded in breaking her way through the ice pack today and landed passengers, mails, meats, provisions and newspapers on the east shore of Nantucket at Quidnet.

The Acushnet was forced to break her way through the ice fields for more than 25 miles, and so thick was the ice pack in some places on the shoals between the Handkerchief Lightship and the buoy off Great Point that the steamer, although her engines are of 1000 horse power, was brought to a full stop several times, wedged fast in the ice and had to back and drive into the pack at full speed before she managed to work her way along.

The Acushnet left the dock here at 7 o'clock this morning with three residents of Nantucket, Mr and Mrs G. W. Hardy and Miss Emily Hussey, a school teacher on the island, as passengers. Miss Hussey has been waiting to return to Nantucket for more than two weeks. Mr and Mrs Hardy have also been waiting for two weeks to return to their home, and the party were especially pleased to reach there today and before landing expressed their gratitude to Capt Wiley for his promptness in going to the island after receiving orders from Washington.

But little ice was encountered until the Cross Rip lightship, where the pack was found to be more than four inches thick.

Warned to Work Quickly.

Once the Acushnet entered the ice pack that stretched across the shoals from the shores of Cape Cod to Nantucket she found the task of breaking the ice and making speed a difficult one, but she was kept battling with it, and although the solid ice brought her to a full stop four times she managed to work her way into a lead of open water off Great Point and thence through the broken ice to a point off Quidnet, where she anchored.

As the Acushnet was on her way along the coast off Great Point the operator received a wireless message from Siasconset saying that a violent northeast gale was coming up the coast, that the ice was fast setting in toward the shore at Quidnet, and asking that Capt Wiley make all haste possible to land the passengers, mails and provisions.

Several hundred residents of Nantucket had driven from town a distance of nearly nine miles to witness and welcome the coming of the Acushnet and three boats manned by local fishermen and a boat from the Coskata lifesaving station with Capt Norcross and members of his crew pushed off from shore through the drift ice and were alongside the Acushnet almost the moment that her anchors were dropped.

Ice Closing In.

The mails, meats and provisions were quickly passed over the side of the Acushnet, and the boats, loaded to the gunwales, started for the shore, while other boats, manned by the local fishermen, took the passengers aboard and started through the ice for the beach. The cheering on shore which greeted the arrival of the Acushnet had hardly died away before cheer after cheer echoed over the waters as the cargo and passengers were safely landed on the shelving beach.

All the time that the Acushnet was at anchor the strong tide and freshening northeast breeze was fast carrying the ice that had been sighted off the coast at Great Round Shoal along the coast, and when she started back the ice was found miles westward of where it was this morning.

Half a dozen passengers were taken back here and they were greatly pleased and thankful for the opportunity offered by Capt Wiley to reach the mainland, where all had important business matters to attend.

Included among the passengers were two sailors of the schooner Julia Berkley, which has been frozen in the ice in Nantucket Harbor for more than a month. The men said that they were without funds except what had been given to them by the residents of Nantucket and were on their way to seek employment on other schooners, saying that they believed that it would be at least a month, if not longer, before the Berkley would be able to get out of the ice.

Rescues Jane Palmer.

The supply of hay and grain is short and the farmers have started to kill their cattle. The dealers are limiting the sales of grain so that there will not be a monopoly by any person of the small supply on hand and every known means for prolonging the small supply is being employed to make it hold out until some grain is landed. Merchants are giving credit to a larger number of persons this Winter than ever before, said the residents who came on the steamer today.

On her way back the Acushnet was kept well up toward the Handkerchief and Cross Rip lightships. The cutter steamed close to a schooner and found she was the Jane Palmer, which had been more than two weeks in the ice with the crew on short rations. Capt Wiley spoke the schooner and Capt Carder was glad to accept the assistance offered by Capt Wiley, and as soon as her anchors could be gotten up and a hawser run to the Acushnet she started with the big schooner in tow. The Gresham earlier in the day had rescued the schooner James Williams from the ice pack on the shoals and towed the craft to Vineyard Haven.

The men on the Cross Rip and Handkerchief lightships, which the Acushnet passed today, were as eager for newspapers as the residents of Nantucket, but on account of the dangers of approaching the floating beacons it was impossible to deliver papers to them.

When the Acushnet dropped the Jane Palmer off the Vineyard the ice was then rapidly filling the harbor and it is feared that before morning the anchorage ground there will be choked and the fleet of nearly half a hundred vessels will be imprisoned.

Wrecking tugs today floated off Great Point, Nantucket, the Consolidation Coal Company barge No. 7 after jettisoning about 100 tons of coal. She was towed here and found to be not leaking. The wrecking tug immediately returned to work upon barge No. 16, which was near No. 7.

ISLAND REJOICES.

About 50 Carts Used to Transport Provisions Across the Island From Quidnet to Town—Globe Praised.

NANTUCKET, Feb 15—There is universal rejoicing in Nantucket tonight, for the islanders have enjoyed their first taste of fresh meat for three days, and there is no more butterless bread. The revenue cutter Achushnet made a very successful landing at Quidnet today and more than three tons of provisions were brought ashore in the boats.

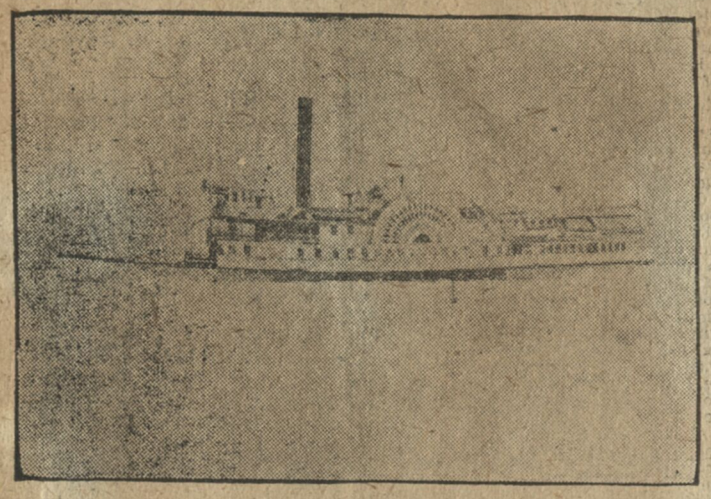
Upward of 50 carts were employed in the transportation of provisions, mails and Boston papers to town and the island merchants have been busy for the first time in three weeks. The Nantucket people feel that the publicity which was given their distressed condition by the Globe had much to do with the relief afforded them today and are grateful.

The butchers were at work at a late hour tonight cutting up meat for distribution among their customers, and every family on the island received at least a portion of a yeast cake, while butter, which has been dealt out in quarter-pound lots for several days, was in heavy demand. The provisions landed by the Acushnet today was the first ounce of foodstuff Nantucket has received since Feb 4, and as the Muskeget life-savers have been without regular supplies for six weeks and have been relying on their reserve stock of canned goods, an effort is to be made to get provisions across the ice to them tomorrow.

Some of the island fishermen who have been ice-bound on Muskeget Island were able to reach town today, and one of them came into town meeting and stated that his larder had been down to two potatoes and an onion. Fresh meat is to be sent to the small villages in all parts of the island in the morning.

NANTUCKET ONCE AGAIN ON MAP.

Steamer Named For Island Smashes and Crunches Her Way Out of Frozen Harbor, Breaking a Channel.



STEAMER NANTUCKET BREAKING THROUGH ICE OFF BRANT POINT, NANTUCKET HARBOR. PICTURE TAKEN YESTERDAY MORNING AND DEVELOPED ON WAY TO WOODS HOLE, PHOTOGRAPHER WALKING OVER ICE AND BOARDING THE BOAT.

WOODS HOLE, Feb 19—After being frozen in Nantucket Harbor for a fortnight the sidewheel steamer Nantucket forced her way through the ice today and came here.

It is not her getting away from the island that is so gratifying, but the fact that she can now go back through the channel she made to the besieged residents with meat, moving-picture films, grain and yeast cakes, which means the long siege is over. The dreaded freeze-up is over.

For the last few days the temperature has been above freezing at Nantucket and this softened the ice so that the steamer was able to smash and crunch her way from her berth through the ice to open water.

The old steamer has powerful engines—they cause her to shake even on a calm sea—and she plowed her way around Brant Point and along the narrow channel between the long stone jetties which are now almost submerged in the ice and snow.

NANTUCKETERS AMID PLENTY

Steamer Returns to Port With Food.

Greeted With Cheering Crowd and Ringing Bells.

Long Embargo Ends and All Are Happy.

NANTUCKET, Feb 20—Nantucket's trials and tribulations appear to be ended, for the steamer Nantucket, Capt Furber, which forced her way out of the ice-bound harbor yesterday, after 15 days' imprisonment, returned to the island this afternoon with 19 passengers and six days' mails, laden with the largest cargo of provisions ever landed at one time, and brought to an end the embargo of 1912.

Since Jan 1 the Nantucketers have passed through four separate periods of isolation, the last extending from Feb 4 until today, and the experience has been the worst since the memorable Winter of 1875.

When the steamer reached her dock this afternoon she was greeted by the ringing of bells and by an immense crowd of cheering people, and tonight everybody is happy again.

Since the landing of meats by the cutter Acushnet last Thursday there has been a shortage of grain for the dumb animals, and the steamer's saloon was packed solid with grain today, which had to be discharged over the passenger gangway.

The steamer will commence her regular daily schedule tomorrow for the first time since Jan 2.

The islanders express thanks to the Globe for its news bulletins and other courtesies received during the embargo.

SDAY, FEBRUARY 21, 1912.

LANDING AT NANTUCKET.

Carrying Provisions Ashore from the Revenue Cutter Acushnet.

Scene at Quidnet beach when revenue cutter Acushnet landed provisions for Nantucket. The man carrying the bundle of meat is J. B. Ashley, 3d, of Nantucket, son of J. B. Ashley of this city, the young proprietor of Ashley's market, and a former New Bedford man. This was the first bundle of meat carried ashore.

October 9, 1910.

BOSTON SUNDAY GLOBE

WHERE MASTER MARINERS MET

Famous Old Cap'n's Room at Nantucket.

Reminiscences Suggested by a Glance Into It.

NANTUCKET'S famous "Cap'n's Room," where the island's retired master mariners for many years held regular morning, afternoon and evening sessions from the time they "quit the sea" until ill health or increasing years compelled them to remain at home, now has the unique distinction of being the "Cap'n's Room," without a single member who can boast of ever commanding whaler or merchantman. To be sure, one or two of the present members made a voyage or two "before the mast" during their younger days, and one of them actually deserves the title of "Captain," for he owned and skippered a catboat some years ago, but the real old-time captains of the "Cap'n's Room" have dropped anchor at the end of the voyage.

Summer visitors to Nantucket, who desired to catch a true salty flavor of the real old Nantucket, would drop into the "Cap'n's Room," listen to the old fellows "spin yarns," tell of big whales which had been captured, of prosperous voyages to the Pacific, in short, of Nantucket as it used to be. But that was two decades ago, when the town gloried in no less than 30 sturdy men who had trod the deck of a whaler and won the title of captain. Each successive season the visitor would find one or more empty chairs—for each member had his favorite chair, his favorite spot in the circle around the whitewashd cast-iron stove during the summer months. Capt Chase, Capt Swain, Capt Bunker, or some other familiar face was seen no more.

Even at late as 1895 Nantucket had 15 old whaling masters still living, and the "Cap'n's Room" at the foot of Main st was still worthy of the name. Today this group of 15 had

CAPT THADDEUS C. DEFRIEZ,
Age 88.

dwindled to a trio; but, unfortunately, not one of the three can be found in the smoke-begrimed room either morning, afternoon or evening.

The "Cap'n's Room" is to them a lonesome spot—no longer a resort where they might "gam" with their old comrades of the deep. In fact, these three remaining master mariners—Capt Thaddeus C. Defriez, Capt Edward B. Coffin and Capt William M. Eldredge—now look upon the "Cap'n's Room" as nothing but an ordinary loaf shop and give the place a wide berth.

CAPT EDWARD B. COFFIN,
Age 85.

The only remaining links which bind the Nantucket of the present with the Nantucket of the old whaling days are these three venerable master mariners, who are octogenarians. Capt Defriez is 88, Capt Coffin 85 years, and Capt Eldredge 84. Each has a wealth of sea lore at his command. Capt Thaddeus C. Defriez, better known to the present generation as "Judge Defriez" (having a few years ago retired from the Probate bench, after serving nearly three decades), was born in Nantucket, Oct 14, 1822, a direct descendant of the famous Tristram Coffin. In his boyhood he attended the public schools and when 14 learned the cooper's trade. When about 17 he began his whaling career as "cooper" on the ship Catawba, which sailed on Feb 2, 1840, under command of Capt Henry Pease.

The Catawba was a Nantucket ship, but fitted out and sailed from Edgartown, owing to the light draft of water on Nantucket bar at that period—two years before the famous "camels" were constructed. The ship was gone more than three years, returning on Oct 21, 1843, with 2009 barrels of sperm and 40 barrels of whale oil.

Defriez remained at home nearly two years after the completion of his first voyage, his next venture at sea being as boat-steerer in the ship Edward Cary, Capt Benjamin C. Sayer, which sailed from Nantucket, Oct 9, 1845, and returned March 28, 1848, with 175 barrels of sperm, 2500 barrels of whale oil, and 11,000 pounds of whale bone. This cruise extended along the northwest coast and was a very successful voyage, the ship sending home 11,578 pounds of bone during the trip.

At home but four months after the completion of his second voyage, Defriez next sailed as second mate of the ship Sharon of Fairhaven, commanded by Capt Nathaniel Bonney, leaving port on July 25, 1848. Before the voyage was completed the captain returned in feeble health, the mate, George Rule, taking command of the ship and Defriez being advanced to the position of first officer, in which capacity he remained throughout the cruise, which ended on July 31, 1848, when the Sharon brought home "a good cut" of oil.

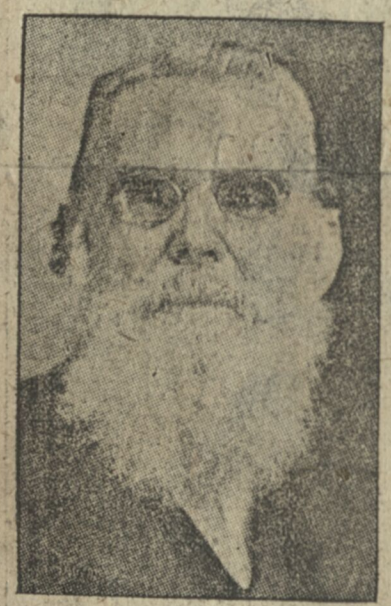
Six months later, on the 22d of December, Thaddeus C. Defriez was given command of his first ship, sailing from Nantucket as master of the Richard Mitchell for a sperm whale voyage, with the understanding that the first cruise should be into the Arctic ocean for "bowheads." Capt Defriez' first venture as master was not particularly successful, but he was not alone in hard luck, for none of the 52 ships which cruised in northern waters that season struck much oil. His ship, however, paid expenses, which was better than the majority of the fleet did.

On his return Capt Defriez was given command of the Sacramento of Westport, sailing from Nantucket May 27, 1858, and returning June 16, 1863—a five-years voyage. The return was in civil war times, when the Florida was engaged in destroying the ships of the northern states. Capt Defriez carried no lights when nearing the coast, for his ship had a cargo of oil which would bring great profit to her owners. He brought the ship in by the Nantucket South Shoals lightship in a thick fog, and the day after he passed the fleet of fishing vessels off the lightship, several of them were captured by the Florida and burned.

With the completion of this voyage Capt Defriez gave up whaling and remained ashore. In 1868 he was appointed registrar of probate and insolvency to fill a vacancy and later was appointed collector of customs for the port of Nantucket. This position he held until 1873, when he resigned to accept the office of judge of probate and insolvency, which office he held with dignity and honor until January, 1908, when increasing years compelled him to retire to private life. Capt Defriez is still hale and hearty, however, and is a remarkably well-preserved man.

Of a genial disposition Capt Edward B. Coffin, the second of this venerable trio, is known from "North shore to New Town" as "Cap'n Coffin," and although physical disabilities now prevent him from leaving his home in Center st except on rare occasions he still maintains a keen interest in all that goes on in his native town. He was born on May 26, 1825, and, like the average boy of his time, received but little schooling. In early life he learned the cooper's trade with Charles Myrick and at the age of 17 left Nantucket on his first voyage whaling, with Capt Edwin Barnard, in the bark Peru, which sailed from Nantucket on May 10, 1843.

His first experience on a whaleship covered 40 months, and when the Peru returned in September, 1846, the whole catch amounted to but 966 barrels of oil—a very poor voyage for a Nantucket



CAPT WILLIAM ELDREDGE,
Age 84.

ship. Coffin was not discouraged, and in December of the same year he was again at sea, this time as boat steerer in the ship Napoleon, which sailed from Nantucket the 31st of December, 1846, and returned May 15, 1851, with 2100 barrels of sperm oil, taken in the Pacific ocean. Then he signed as second mate for a voyage in the brig Sea Queen of Westport, commanded by Capt Joseph Marshall. This voyage began Oct 15, 1851, and ended April 26, 1856, during which time the vessel took 1500 barrels of sperm oil.

His next voyage was as first officer of the old ship Citizen, Capt William Cash, sailing from Nantucket, Oct 29, 1855. In the 45 months the ship was out she stowed down 2100 barrels of sperm and about 450 barrels of whale oil, besides 600 pounds of whalebone. The officers and crew of the Citizen celebrated the Fourth of July, 1859, by the return to their homes in Nantucket after one of the most profitable of whaling voyages.

On the 3d of May, 1860, Capt Coffin was given his first command, the bark Sappho of New Bedford. It was a Pacific ocean cruise, which ended July 18, 1863, and in the three years he was out he took 1400 barrels of sperm oil. Three months later he was at sea again in the same ship, and in less than three years he had filled the vessel with sperm oil, which sold for $2.50 per gallon, netting him, as his share of the cruise, a little more than $10,000.

Capt Coffin made his last voyage in command of the ship Mt Wollaston, leaving on the 15th of August, 1867, for the Pacific ocean, and returning Aug 9, 1871, with a record of 1300 barrels of sperm—another profitable voyage, for oil was up in price at that period. This was his last trip on a whaler, although he was for years after frequently sought by owners of New Bedford vessels. Having made a snug fortune, however, he remained ashore and engaged in farming on a small scale, until increasing years compelled him to give up the active pursuits of life.

Upon the completion of his third voyage in 1855, Capt Coffin took unto himself a life partner, marrying Delia Maria Hussey, a young woman with whom he had been acquainted from boyhood.

Although the youngest of Nantucket's trio of master mariners, Capt William M. Eldredge is the best known to members of the summer colony, having gained a wide acquaintance among them through long years of residence at "North shore," and by even closer contact with them during the years in which "Uncle William" drove a public carriage for a livelihood.

Like his two elder brethren of the deep sea, Capt Eldredge is a native of Nantucket. He was born the 9th of May, 1826. He attended school until he was 10 years of age, worked in a candle factory three years, and was two years on a farm. He had just passed his 15th birthday when he shipped on the Joseph Starbuck, which sailed from Nantucket Nov 27, 1842, for Edgartown, where she was to load supplies for a whaling voyage to the Pacific. The good ship never reached Edgartown, for she encountered bad weather outside Nantucket bar and was wrecked, becoming a total loss. Of the band of men who manned that staunch vessel when she left Nantucket 68 years ago, Capt Eldredge is the sole survivor. His story of the disaster teems with interest.

"The ship left port with a favorable breeze in tow of steamer Telegraph, but soon after we left the wind shifted to dead ahead and blew so hard that the steamer was unable to make any headway. Bad weather was coming on fast, so the towlines were loosened and the ship brought to anchor about a mile from the Tuckernuck shoal lightship, the Telegraph hastening back to port, leaving the ship to ride out the

gale as best she could. The wind increased to hurricane force, and the vessel being light, she rode so violently that one chain after another parted and she finally broke adrift and was swept before the storm in an easterly direction.

"To prevent us being carried out to sea in her then unprepared condition themizzen-mast was cut away, the foresail set and every effort made to return to port, but so furious was the gale from the northwest that the attempt failed and the ship swept on toward the eastern extremity of Nantucket bar, which all on board knew meant impending disaster.

"About midnight the ship struck on the shoal, and, as she was without much ballast almost immediately rolled over into the trough of the sea, with the waves breaking over her continually. We experienced a fearful night, but at daybreak our predicament was seen from the tower at Nantucket, and about 9 o'clock in the morning the steamer Massachusetts was on her way to us; although the wind was blowing with undiminished force and the conditions near the bar were extremely hazardous.

"The Starbuck was lying on the shoal about four miles from town and two miles from the nearest shore, while the seas were running mountains high for miles around. Notwithstanding the danger, the Massachusetts plowed her way to our relief and within an hour had made fast to our lea side by a warp, necessarily of considerable length, her engine being kept in motion to hold the line taut. There were 35 persons on board, all of whom were taken off by a single whaleboat, which made five perilous trips between the ship and the steamer."

Meeting with shipwreck on his first voyage did not dampen the ardor of Eldredge for a seaman's life, and on July 18, 1843, he sailed on the ship Empire, with Capt Charles A. Veeder. He was gone more than four years, the voyage ending on Nov 27, 1847 (just five years to a day after the Joseph Starbuck disaster). The Empire brought home 2076 barrels of sperm and 35 barrels of whale oil.

On April 7, 1849, Eldredge sailed as second mate with Capt Reuben Starbuck on the brig Tyleston of Nantucket, for an Aalantic ocean cruise. The voyage was an unlucky one, for the ship returned in July of the following year, having taken but 30 barrels of sperm and 80 barrels of whale oil.

In 1851 Eldredge sailed as second mate of the ship Midas of New Bedford for the Arctic, making a very good voyage of two years. His next venture was as mate of the bark Lewis of New Bedford, which sailed in the winter of 1853. He made his first voyage as mate in 1856, on the ship Isabella of New Bedford, but was taken sick at Honolulu and was obliged to return. In 1858 he entered the merchant service and sailed as mate on the Samuel Robinson of Fairhaven with a cargo of "knick-knacks" for Honolulu. From this time forth Eldredge continued to ply in the Honolulu trade, when he quit the sea having made 17 voyages around the Horn.

In 1861 he went out on the West Wind and at Honolulu was given his first command—the ship Nassau of New Bedford. He made two more voyages as master, both in the Honolulu merchant service, the first in command of the Asia and the second in command of the Hawaii, both fast ships in those days. In 1868 he was induced to go out on the brig Heman Smith of Boston, on an Atlantic ocean whaling voyage, and when he returned home in 1870, gave up the sea and engaged in farming, which he followed up to 10 years ago, when failing eyesight compelled him to give up active life.

For a man 84 years old, Capt Eldredge is in remarkable physical condition, and but for trouble with his eyes feels that he would still be able to do a hard day's work. He walks several miles every day. As "Uncle William" he is greeted by all classes, and he responds with a cheery word to all who pass him by. He is "uncle" to all Nantucketers, but "captain" to the more reserved summer visitors.

"BILLY" CLARK, THE TOWN CRIER

A Familiar Figure for Forty Years in the Streets of Nantucket—Owing to Sickness He Is in Need in His Old Age.

Boston Herald, Aug. 1904.

[From Our Regular Correspondent.]

NANTUCKET, Aug. 20, 1904. "Billy" Clark, Nantucket's veteran town crier, who has been incapacitated from active work for over a year by an incurable disease, has gained sufficient strength this season to enable him to stroll down on to Main street each day, where he sits on a camp stool on the sidewalk, selling pictures of himself to passers-by, and is the object of great sympathy by summer visitors and natives alike. Billy is only a shade of his former self, and in his decrepit condition is hardly recognizable by friends of former years. His financial resources have become exhausted, owing to his long sickness and

d'hote. For the other half, perhaps, if the barber shops had tongues (and who will dispute it?) they could tell their share.

Titles are as plentiful as finger rings among these transitory exiles. For lack of proper exploitation a stock of goods large enough to supply the trade of upper Fifth avenue is here condemned to a mere push cart titular traffic. The new world landlords who entertain these offshoots of nobility are not dazzled by coronets and crests. They have doughnuts to sell instead of daughters. With them it is a serious matter of trading in flour and sugar instead of pearl powder and bonbons.

These assertions are deemed fitting as an introduction to the tale, which is of plebeians and contains no one with even the ghost of a title.

Katy Dempsey.

Katy Dempsey's mother kept a furnished room house in this oasis of the aliens. The business was not profitable. If the two scraped together enough to

1795. 1895.

NANTUCKET'S

ennial Celebration

9th, 10th and 11th,

·1895.·

fficial Programme.

...gale as best she could. The wind increased to hurricane force, and the vessel being light, she rode so violently that one chain after another parted and she finally broke adrift and was swept before the storm in an easterly direction.

"To prevent us being carried out to sea in her then unprepared condition themizzen-mast was cut away, the foresail set and every effort made to return to port, but so furious was the gale from the northwest that the attempt failed and the ship swept on toward the eastern extremity of Nantucket bar, which all on board knew meant impending disaster.

"About midnight the ship struck on the shoal and, as she was without much ballast almost immediately rolled over into the trough of the sea, with the waves breaking over her continually. We experienced a fearful night, but at daybreak our predicament was seen from the tower at Nantucket, and about 9 o'clock in the morning the steamer Massachusetts was on her way to us, although the wind was blowing with undiminished force and the conditions near the bar were extremely hazardous.

"The Starbuck was lying on the shoal about four miles from town and two miles from the nearest shore, while the seas were running mountains high for miles around. Notwithstanding the danger, the Massachusetts plowed her way to our relief and within an hour had made fast to our lea side by a warp necessarily of considerable length, her engine being kept in motion to hold the line taut. There were 25 persons on board, all of whom were taken off by a single whaleboat, which made five perilous trips between the ship and the steamer."

Meeting with shipwreck on his first voyage did not dampen the ardor of Eldredge for a seaman's life, and on July 15, 1842, he sailed on the ship Empire, with Capt Charles A. Veeder. He was gone more than four years, the voyage ending on Nov 27, 1847 (just five years to a day after the Joseph Starbuck disaster). The Empire brought home 2076 barrels of sperm and 5 barrels of whale oil.

On April 7, 1849, Eldredge sailed as second mate with Capt Reuben Starbuck on the brig Tyleston of Nantucket for an Aslantic ocean cruise. The voyage was an unlucky one, for the ship returned in July of the following year, having taken but 30 barrels of sperm and 80 barrels of whale oil.

In 1851 Eldredge sailed as second mate of the ship Midas of New Bedford for the Arctic, making a very good voyage of two years. His next venture was as mate of the bark Lewis of New Bedford, which sailed in the winter of 1853. He made his first voyage as mate in 1856, on the ship Isabella of New Bedford, but was taken sick at Honolulu and was obliged to return. In 1858 he entered the merchant service and sailed as mate on the Samuel Robinson of Fairhaven with a cargo of "knick-knacks" for Honolulu. From this time forth Eldredge continued to ply in the Honolulu trade, when he quit the sea having made 17 voyages around the Horn.

In 1861 he went out on the West Wind and at Honolulu was given his first command—the ship Nassau of New Bedford. He made two more voyages as master, both in the Honolulu merchant service, the first in command of the Ariel and the second in command of the Hawaii, both fast ships in those days. In 1865 he was induced to go out on the brig Hiram Smith of Boston, on an Atlantic ocean whaling voyage, and when he returned home in 1870, gave up the sea and engaged in farming, which he followed up to 10 years ago, when failing eyesight compelled him to give up active life.

For a man 81 years old, Capt Eldredge is in remarkable physical condition, and but for trouble with his eyes feels that he would still be able to do a hard day's work. He walks several miles every day. As "Uncle William" he is greeted by all classes, and he responds with a cheery word to all who pass him by. He is "uncle" to all Nantucketers, but "captain" to the more reserved summer visitors.

"BILLY" CLARK, THE TOWN CRIER

A Familiar Figure for Forty Years in the Streets of Nantucket—Owing to Sickness He Is in Need in His Old Age.

Boston Herald, Aug. 1904.

[From Our Regular Correspondent.]

NANTUCKET, Aug. 20, 1904. "Billy" Clark, Nantucket's veteran town crier, who has been incapacitated from active work for over a year by an incurable disease, has gained sufficient strength this season to enable him to stroll down on to Main street each day, where he sits on a camp stool on the sidewalk, selling pictures of himself to passers-by, and is the object of great sympathy by summer visitors and natives alike. Billy is only a shade of his former self, and in his decrepit condition is hardly recognizable by friends of former years. His financial resources have become exhausted, owing to his long sickness and

"BILLY" CLARK.

inability to work, and he is now dependent upon charity. At the time he was taken sick he had only $75 in his possession, instead of the thousands which he was generally supposed to have. Consequently, at the age of 58 years, and in a feeble condition bodily, he is finding it difficult to earn a sustenance.

For 36 years William D. Clark sold Boston Heralds on the streets of Nantucket, and had built up quite a business. The last work that Billy did was to totter down on to the wharf after his papers on the night of May 21, 1903, when he made a brave effort to cover his route, but his strength gave out before he had gone half a mile, and he was taken home by friends, where he was confined seven months before being able to venture out on the street again. He still clings to the hope that he may regain his strength sufficiently to resume his former newspaper route, but owing to the nature of the disease from which he is suffering, such a thing is almost impossible.

"Billy" Clark was born in Nantucket on Nov. 17, 1846, the year of the great fire which swept away the entire business section of the town. He was the son of Benjamin C. and Mary A. Clark, and has always resided in Nantucket. For nearly 40 years he has been an object of interest to the island's summer visitors as the eccentric town crier, having started his career as such when but 17 years of age.

WOMEN'S COLLEGES CROWDED.

[From the New York Sun.]

Getting into one of the women's colleges these days is a serious under-
...most popular of them are

...5. 1795. 1895.

NANTUCKET'S

...tennial Celebration

...y 9th, 10th and 11th,

1895.

...Official Programme.

NANTUCKET CENTENNIAL CELEBRATION,

July 9, 10 and 11, 1895.

Under the direction of a committee of citizens, the second centenary of the incorporation of the County of Nantucket, which occurred June 22, 1695, and the one hundredth anniversary of the change of name of the town from Sherburne to Nantucket, which occurred June 8, 1795, will be appropriately observed by ceremonies commemorative of the two events.

It is proposed to make the celebration of three days' duration that the peculiar characteristics of the island town and county, stretching far back into the mazes of two-and-a-third centuries, shall be photographed upon the dial-plate of our own time, that we may view our ancestors in their heroic lives and personal sacrifices as they actually were, and do honor to the heritage bequeathed unto us.

The wigwam of the aborigines, the squantum of the ancients, the clambake, the roasted ears of corn, the whale-fishery in its diversified mechanisms, and the sheep-shearing festival will be reproduced in miniature attractiveness, the detail of which will be reduced to specific announcements in due time.

The banquet and literary and historical features are being arranged by a competent sub-committee, in which the orators, poets and historians of Nantucket will be heard to their best advantage. Much of the real history of Nantucket remains unwritten, and this celebration will give opportunity for its more faithful presentation. A grand ball will be given on one of the evenings. Pilgrimages to historic spots will also be arranged for on one of the days.

All Nantucketers, descendants of Nantucket and the public generally are invited to come and share in the festivities of the coming event, and help swell the trumpet-note of Nantucket's fame which has been heard around the world, as also to do homage to the fathers of the island settlement, and reverently keep our memories of them green.

If you and members of your family will be in attendance, it will aid the committee in making arrangements to be apprised thereof as soon as possible.

WENDELL MACY, Chairman Executive Com.
ALLEN COFFIN, Secretary.

The Committee of Finance hereby solicit contributions in aid of the successful furtherence of the plans announced. All subscriptions should be forwarded to STANLEY E. JOHNSON, Treasurer, Nantucket, Mass.

ALLEN COFFIN
ALBERT G. BROCK,
MRS. BENJ. CARTWRIGHT,
ROLAND B. HUSSEY,
C. WARREN AUSTIN,
} Finance Committee.

NANTUCKET, May 17, 1895.

1695. 1795. 1895.

NANTUCKET'S

Centennial Celebration

July 9th, 10th and 11th,

1895.

Official Programme.

Order of Exercises.

Tuesday, July 9th.

Bell-ringing and Artillery Salute.....7 A. M.

Band Concert.....On the Square, 8 to 9 A. M.

Nantucket Band.

Boat Races.....9 A. M.

Catboats, Whaleboats and Dories.

Brant Point and Monomoy Shores will afford best opportunities for witnessing the contests.

Literary Exercises.....North Congregational Church, 9.30 A. M.

Music by Nantucket Band.
Address of welcome by Wendell Macy, President.
Rev. C. C. Hussey, "The Social and Religious History of Nantucket in its Palmy Days."
Music by Harmonic Quartette.
Rev. Louise S. Baker, Poem, "Our Island Home." Read by Miss Emma L. Nickerson.
Miss Anna Gardner, "Anti-slavery History of the Island."
Mr. Alexander Starbuck, "Historical Matters leading up to both the Centennial and the duo-Centennial."
Music by Harmonic Quartette.
Rev. Walter Mitchell, Poem.
Mrs. Elizabeth Starbuck, Poem, "Centennial Ode."
Music by Harmonic Quartette.

Literary Exercises.....North Congregational Church, 1.30 P. M.

Music by Martland's Band, of Brockton.
Hon. Charles Carleton Coffin, "Nantucket's Place in the History of our Country."
Mrs. Caroline Earle White, "The Physical Characteristics of the Island."
Music by Harmonic Quartette.
Dr. Arthur Elwell Jenks, "The Energy and Hardihood of our Ancestors illustrated in the Moral and Intellectual Vigor of their Descendants." Read by Miss Mae Coffin.
Dr. J. Sidney Mitchell, "Nantucket Abroad."
Music by Harmonic Quartette.
George H. Cary, Esq., "The Whaling Industry."

Band Concert and Base Ball.....Fair Grounds, 3.30 P. M.

Take trains foot of Main street.

Banquet.....At the Rink, 7.30 P. M.

Wednesday, July 10.

Bell-ringing and Artillery Salute.....7 A. M.

Band Concert. .....On the Square.....8 to 9 A. M.

Martland's Band of Brockton.

Squantum at Wauwinet

Leave Nantucket by boat or carriage at 9.30 A. M.

Road Bicycle Race.....11 A. M.

Leave Weather Bureau Office and finish at Wauwinet. Followed by Swimming Match—100-yards dash—greased pig, and other sports. Life-saving drill at 3 P. M. The Humane Society's apparatus will be used, and men will be landed from schooner W. O. Nettleton.

Reception.....At the Rink.....7.30 to 9 P. M.

Band Concert.....On the Square.....9 P. M.

Thursday, July 11.

Bell-ringing and Artillery Salute.....7 A. M.

Band Concert.....8 to 9 A. M.

Bicycle Races.....At Centennial Park, 9.30 A. M.

Grand Procession.....1.30 P. M.

Route: Form at head of Main street, and pass through Main, Pleasant (countermarching at York), Main, Federal, Broad, North Water, Cliff Road, North Liberty, West Centre, Centre, Main, Orange, Union, Main, Federal to Broad and South Water streets, where the parade will be dispersed.

Fireworks.....7.30 P. M.

The best point of view will be on Steamboat wharf.

Promenade Concert.....At Rink.....9 to 10 P. M.

Grand Ball.....Following Promenade Concert

AN OPEN LETTER.

To Roland B. Hussey, Editor and Publisher of the Nantucket Inquirer and Mirror:

DEAR SIR:—I desire to characterize your editorial in this morning's Inquirer and Mirror entitled, "The Machine Rebuked," as an unwarranted, malicious insult, and this opinion I find very generally endorsed by the community at large, who feel that the good name and fair fame of Nantucket have been besmirched, and the stigma of reproach fastened upon every office-holder in town.

The aspersions, slurs and innendoes which you and your minions have cast upon a number of citizens in this town have been endured patiently and in silence too long, until, emboldened by their forebearance and flushed with the success which has crowned your methods, you have for the first time dared to "show your hand" openly, and indulged in a tirade of invective which it is a shame and reproach for any law-abiding community to endure.

You may well repeat Lincoln's oft-quoted assertion that "you can't fool all the people all the time." You have succeeded in fooling a part of them for a season, but the day will come when they will realize the misrepresentations and deceptions by which they have been misled, and reaction will follow as surely as the daylight succeeds the darkness.

I for one will no longer submit tamely to the cowardly slander and vituperation which have brought about the result over which you exult so discourteously. I will defend myself and my friends from sneaking and covert accusations in private and in public. I will extenuate no wrong-doing nor shield the wrong-doer, but to the extent of my ability I will endeavor to clear the atmosphere of the vague suspicions which have been foisted and engendered in our midst, and in the name of all good citizens I call upon you for specific charges of the alleged corruption you have exploited to the world.

Who is this "clique" who went down to ignominious defeat Tuesday? Is it the 308 who supported me rather than your candidate? And where does the ignominy attach? To the four plurality, or the men and methods behind it? Do you not know, sir, that a campaign of debasement and corruption on your side was waged against me? That covert bribery, open promises, effective coercion and malicious slander have contributed to the result which you applaud? Possibly you concur in an opinion expressed —that "the end justified the means."

On the other hand, I challenge you to point to a dollar expended, a promise uttered, or a single act in my behalf that was not open and above board, either by myself, by the "clique," the "gang," "intrenched office-holders," "the lion in his lair," the "machine," or "their cohorts," or any other offensive designation you can apply to the 308 over whose defeat you crow so rudely.

Now, about the "machine" or "clique" upon whom you delight to cast vague and slurring aspersions. Who are they? A gang of brazen corruptionists linked together in iniquity, as your article would imply? Well, hardly. At least there are no convicted felons among them, nor any against whom their boldest defamers dare make a single specific charge of corruption in town affairs or malfeasance in office. The "machine," or "gang," as you are pleased to designate them, is composed of a number of respectable citizens, including "intrenched office-holders," merchants, mechanics, farmers, etc., who meet openly, not clandestinely, in the store of one of their number on Main street, evenings, to smoke and chat, as most of their defamers meet elsewhere to do likewise. Some of them take an active interest in municipal affairs, advocating or opposing measures in open town meeting, which the voters present accept or reject. Is there anything reprehensible in this? What are the measures that members of this so-called "gang" have advocated? Are they good or bad? Did they advocate bonding the town to pave Main street with vitrified brick? or to build water works in 'Sconset? Have they opposed good roads, or good schools, or generous appropriations for the poor? But why prolong this?

Allow me to suggest, in closing, that in your paper you control a powerful instrument for good or evil to the community. As you make it a medium for the uplifting and ennobling of your fellow-townsmen you are a public benefactor, but when you prostitute its columns to pander to the baser passions aroused by political strife, and send broadcast to the world, like thistle-down scattered to the breeze which can never be recalled, charges of corruption so vague and undefined as to smirch the whole official fabric of the town, you do the entire community an irreparable injury.

Nantucket, November 12, 1904.

ARTHUR H. GARDNER.

Publick Examination

of ye Sherburne Deestrick Skule

Kept by Hezekiah Pendegrass,

at ye Olde Atheneum Hall,

Monday Nighte, February ye Sixteenth, 1903.

PROGRAMME

Ye opening of skule	
Singing	By ye Skule
Ye Primer Class	
Composition on Boyse	Abegil Pollock
Two part songe	By two of ye Little Folk
Ye Reading Class	
Recitation	Samantha Piper
Recitation	Ezekiel Jedediah Plunkett
Singing—Scotland's Burning	By ye Skule
Composition—Benjamin Franklin	Elihu Patch
Ye Spelling Class	
Declamation—"Casabianica"	By Jeremiah Jenkins
Songe	Jonathan Perrybingle
Ye Grammar Class	
Recitation	By ye little Dorcas Doolittle
Composition—Nantucket	By Trilonie Peterkin
Ye Geography Class	
Exercise	Peter Piper
Singing—Roundè	By ye Skule
Remarks	By ye Committee
Farewell to Teacher	By Mrs. Plunkett
Singing	By ye Skule

Skule Board.

Uriah Perkins — Zimri Ratcliff

Ye Skollars' Names.

Faithful Snooks	Mehitable Pettibone
Dionis Witherspoon	Polly Hapgood
Elihu Patch	Samantha Piper
Deborah Horn	Prudence Spendthrift
Bobby O'Lee	Arethusa Junket
Trilonie Peterkin	Dorcas Doolittle
Phebe Ann Plunkett, Susan Maria Plunkett	Ye twins
Ezekiel Jedediah Plunkett,	Brother to ye twins
Jonathan Perrybingle	Jerusha Dixon
Sophia Tetterby	Peter Piper
Fidelia Jenkins	Lizy Jane Pettingill
Obadiah Buzzard	Jeremiah Jenkins
Priscilla Trotwood	Mike O'Flynn
Submit Alden	Experience Hopkins
Abegil Pollock	

Ye doors will open at 7 of ye clocke. Ye Skule will begin at 7 and 3-4 of ye clocke.

Imprinted by Ye Inquirer and Mirror (follower of Faust and Guttenberg) at ye shoppe at ye 4 number, on ye Orange street, in ye towne of Nantucket, where from ye rising of ye sun till ye going downe thereof, ye vocation of printing is industriously plied.

NANTUCKET HAS LIVE RAILROAD

New York Money Revivifies 'Sconset Line.

GRADE AT TOM NEVERS HEAD TO BE REDUCED

Will Save Passengers Pushing the Train Up the Hill.

Nantucket is happy again over the announcement of the purchase of the Nantucket Central railroad by a New York syndicate, and the possibility of a public automobile service over the state highway to Siasconset, which so upset the island livery-men, has been banished for this season at least. For several months all sorts of rumors have been afloat regarding the railroad, Delmont L. Weeks of Boston, who owned the property, announcing that unless he could get his price he would not sell, but would tear up the track and sell the whole outfit for junk.

Thomas G. Macy, a former Nantucketer, finally appeared in the interests of a New York syndicate, put down the $12,000 necessary in cold cash, and bought the road. The deal was closed yesterday, and this morning a gang of men was at work repairing the roadbed, which is in a deplorable condition, and will necessitate the expenditure of at least $5000 to put it in good shape again.

Everybody who has ever visited Nantucket is familiar with the Nantucket Central, which has become famous in song and story. It is one of the few narrow-gauge systems still in use in this state, and the rails were originally used by horse cars in the streets of Boston. The track is but eight miles long, and the wheezy little locomotive puffs out to 'Sconset at a speed of about 35 minutes for the trip on an average run. The train seldom runs on schedule, however, for such a thing is impossible. Delays are frequent and to be expected by passengers, whether bound out to 'Sconset or homeward to Nantucket.

It is a strictly accommodation affair, and in huckleberry time the trains have been stopped to allow passengers to pick berries for luncheon, day after day. Sometimes one's hat will blow off in the frolicsome ocean breezes, which necessitates a halt while the conductor or engineer runs back through the scrub-oak trees to pick up the lost piece of head-gear. At other times a lady passenger may spy some pretty flower which she desires to pluck, and it is "no trouble at all" to stop the train for another minute or two.

Occasionally a lonesome cow will stray upon the track and defy the approach of the train. When such an event occurs the train is usually stopped, while the engineer runs on ahead and "shoo's" off bossy. Once an accident occurred through the presence of a cow on the track after dark, when the engineer failed to see it. It resulted in a collision, and the cow was killed by a blow on the head, but the "cow catcher" on the locomotive was twisted out of shape by the shock and one of the cars jumped the track. A law suit was the sequence of the disaster, for the owner of the cow promptly brought claims for damages, and, so the story goes, it was the extra expense incurred thereby that brought the railroad into financial stress.

Transportation over the track to 'Sconset has always been a "trifle rocky," and some of the island's old master mariners who have sailed on every ocean on the globe, have been known to become sea-sick when riding across to 'Sconset. It is stated by the new owners, however, that an effort will be made to obliterate the uneven features of the roadbed, and those who are compelled to resort to the system during the summer months will be pleased to learn that the grade at Tom Nevers Head is to be decreased, which it is hoped will do away with the objectionable features frequently resulting when the early morning dew has been on the rails in years past, compelling the passengers to get out and push the train up the grade for 100 feet or so.

The railroad is one of the unique features of Nantucket, and the summer visitors who delight to poke fun at it will be glad to know that it is to continue in service.

HOME FOR PAUPERS LIKE SWELL HOTEL

Nantucket's Model Poorhouse, Which Bears the Sign in Gilt Letters, "Our Island Home."

Nantucket Institution Has Charming Location and the Inmates Are Given Every Comfort Possible.

[Special.]

NANTUCKET, April 20, 1907. Nantucket's paupers have a home that rivals the swell summer hotels.

The islanders object to the institution being called either the "poorhouse" or "asylum," and have affixed a much pleasanter name, in blazing gilt letters, to the front of the big white building at the foot of Orange street, and as "Our Island Home" it is now known.

The state board of charity says the building is one of the model institution of Massachusetts.

Every comfort possible is provided for the inmates.

Situated in one of the pleasantest spots on the island, commanding an unobstructed view, and with wide, spacious lawns surrounding the building, "Our Island Home" is the object of genuine interest to thousands of Nantucket's summer visitors.

The inmates have the best quality of food at all times, and on Thanksgiving and Christmas have special festivities. Turkey dinner with all the "fixings" is served every Thanksgiving, and on Christmas day the inmates join with the townspeople in feasting on the Nantucket "turkey"—fresh roast pork—which is the principal article of food here in the winter.

THE SUNDAY HERALD--

--BOSTON, APRIL 21, 1907--

"BILLY" CLARK AND HIS PRESENT HOME

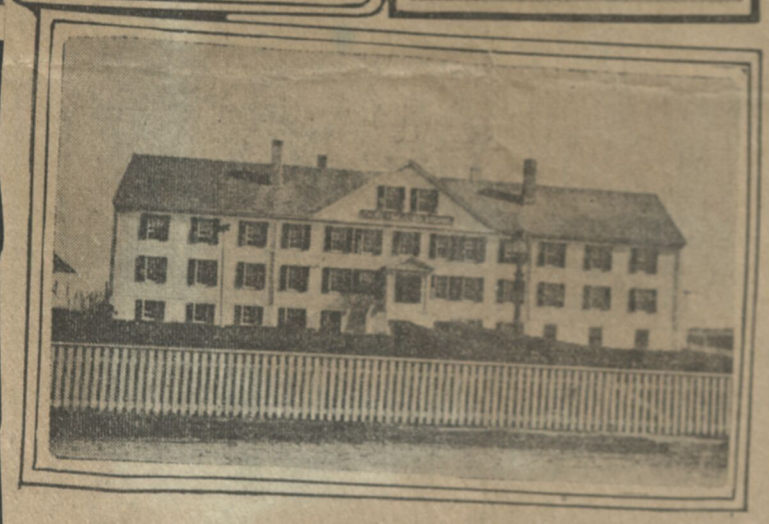
The First Picture Shows Nantucket's Town Crier When He Used to Deliver Boston Heralds. The Second Is the Only Time He Ever Posed for a Snapshot, and the Third Is a Picture of Himself Which He Sold After His Health Became Broken.

"Our Island Home," Nantucket's Poorhouse, Where "Billy" Clark Is Spending His Declining Years.

NANTU
FOR
"Billy"
Rest
VETER
Has S
Wh

"BILLY" CLARK AND HIS PRESENT HOME

The First Picture Shows Nantucket's Town Crier When He Used to Deliver Boston Heralds. The Second Is the Only Time He Ever Posed for a Snapshot, and the Third Is a Picture of Himself Which He Sold After His Health Became Broken.



"Our Island Home," Nantucket's Poorhouse, Where "Billy" Clark Is Spending His Declining Years.

NANTUCKET CARES FOR FAMOUS CRIER

"Billy" Clark Will Spend the Rest of His Days in "Our Island Home."

VETERAN HANDY MAN RACKED BY DISEASE

Has Sympathy of Thousands Who Have Visited and Lived on Island.

NANTUCKET, Oct. 31—"Billy" Clark, the once famous town crier of Nantucket, will be cared for during the rest of his days in the great house at the foot of Orange street, upon which gleams forth in gilt letters the words "Our Island Home."

The people of Nantucket object to the name "poor-house," and "asylum" grates upon their nerves just as much, so the institution where the island's worthy and poor and afflicted are passing their days is known as "Our Island Home." Here "Billy" Clark, with his body racked with an incurable disease, and feeble mind as well, will receive every care and comfort within the gift of the town for which he did so much when at the height of his career, while, for the first time in half a century, Nantucket no longer has a town crier on its streets.

Working beyond all human endurance, neglecting his bodily wants day after day, year after year, that he might keep steadily at his post as town crier, "Billy" Clark became an old man four years ago within the space of 24 hours. Out on the street in the afternoon apparently as well as ever, hustling about with the Boston Heralds after the arrival of the boat from the mainland, with all the rapidity which characterized his movements for years, the cord suddenly snapped without warning and "Billy" crawled home a broken-down man. His remarkable vitality passed from him in almost an instant, and for weeks he was confined to his bed, finally coming out again, a white-haired old man, so wasted in body that the Nantucket people could not recognize in him the once active town crier.

Severe Blow to Island.

It was a severe blow to Nantucket when the island has lost one of its chief attractions. Summer residents in 1904 gave a benefit concert for Mr. Clark, as his illness left him entirely destitute, and several hundred dollars were placed in the bank for him to draw upon as needed. This money is now all gone and, although "Billy" was able to totter down Main street occasionally the past summer, selling pictures of himself to sympathetic visitors, his malady has at last compelled him to seek the care and comforts afforded in "Our Island Home," and there he will probably remain until death releases him from his sufferings.

William D. Clark was born on Nantucket on Nov. 17, 1846, the year of the great fire which swept away one-half the town. His eccentricities have followed him from boyhood, for although he received enough education to read and write, his schooling stopped when he was fourteen. At that age he commenced to sell Boston Heralds on the streets of Nantucket, and for 44 years he never missed but three days' service, continuing to deliver the papers to the news-hungry islanders until the very day he was stricken ill in May, 1904.

It is said that when the war broke out William was drafted, but he never went to the front, and tradition says that he came home from the recruiting station with a furlough for 99 years. He became active as the town crier during the war, and the school children of today are wont to repeat his announcement of the battle of Bull Run in the following words: "All about the battle of Molasses Junction, where the bull run."

Handy Man of Town.

As the town crier, "Billy" Clark gained renown as rapidly as Nantucket gained renown as a summer resort and to the transient visitor the town and its town crier were always linked together.

The town crier was the "handy man" of the town. He was always ready to work. He beat carpets, washed windows, blacked stoves and chopped wood. He could even set type, for he was for years the stand-by of the local paper. Every morning during his many years of service he used to climb the stairs leading to the lookout on the south tower and scan the horizon to see if there were any vessels in distress along the shore, or to watch for the arrival of the boat from the mainland, and when [illegible] steamer or unfortunate vessel could be heard throughout the village.

With two exceptions, all the old crier's life has been spent in his island home. About three years ago Billy visited Boston, and the first thing he did on arriving in town was to make his way to The Herald office. As this was his second visit to the city, the first having been in 1854, the members of The Herald staff formed themselves into an impromptu reception committee, and in relays devoted themselves to the entertainment of the veteran crier.

The sympathy of thousands of Nantucket people scattered broadcast over the world, as well as the 3,000 now resident here, goes out to Mr. Clark in his affliction. There is assurance, however, that the once active town crier will pass the remaining years of life if he is able to withstand the rigors of winter, in a place where he will enjoy all the comforts of home, with steam heat, electric lights and all the modern conveniences with which the proud Nantucketer has equipped "Our Island Home."

THE BOSTON HERALD—MON

The Nantucket Steamboats

The Story of the Island Steamers. By Harry B. Turner. Illustrated. Nantucket: The Inquirer and Mirror Press.

THIS little volume has been prepared for the purpose of preserving interesting records and anecdotes in connection with the many steamboats which have run to Nantucket, from the first venture in 1818 when the "awkward little boat of about eighty tons," called the Eagle, crossed the sound, up to today, and including every boat which has followed the course of the Eagle. That famous boat has the additional distinction of having towed the first vessel into Nantucket under steam, that also in 1818. There are many entertaining stories in connection with the old Marco Bozzaris and her various excursion trips. The Telegraph was the nucleus of the Nantucket Steamboat Company's fleet, and she was followed by the Massachusetts, Eagle's Wing, Island Home and many others of more recent date. It is interesting that among all the steamboats engaged in Nantucket trade only one was built on the island, the Island Belle, which made her first trip in 1876. The largest boat in the fleet was the Gay Head, built in 1891, and more than eight times the tonnage of the first boat, the Eagle. The first steel boat to run to the island was the Uncatena, built in 1902.

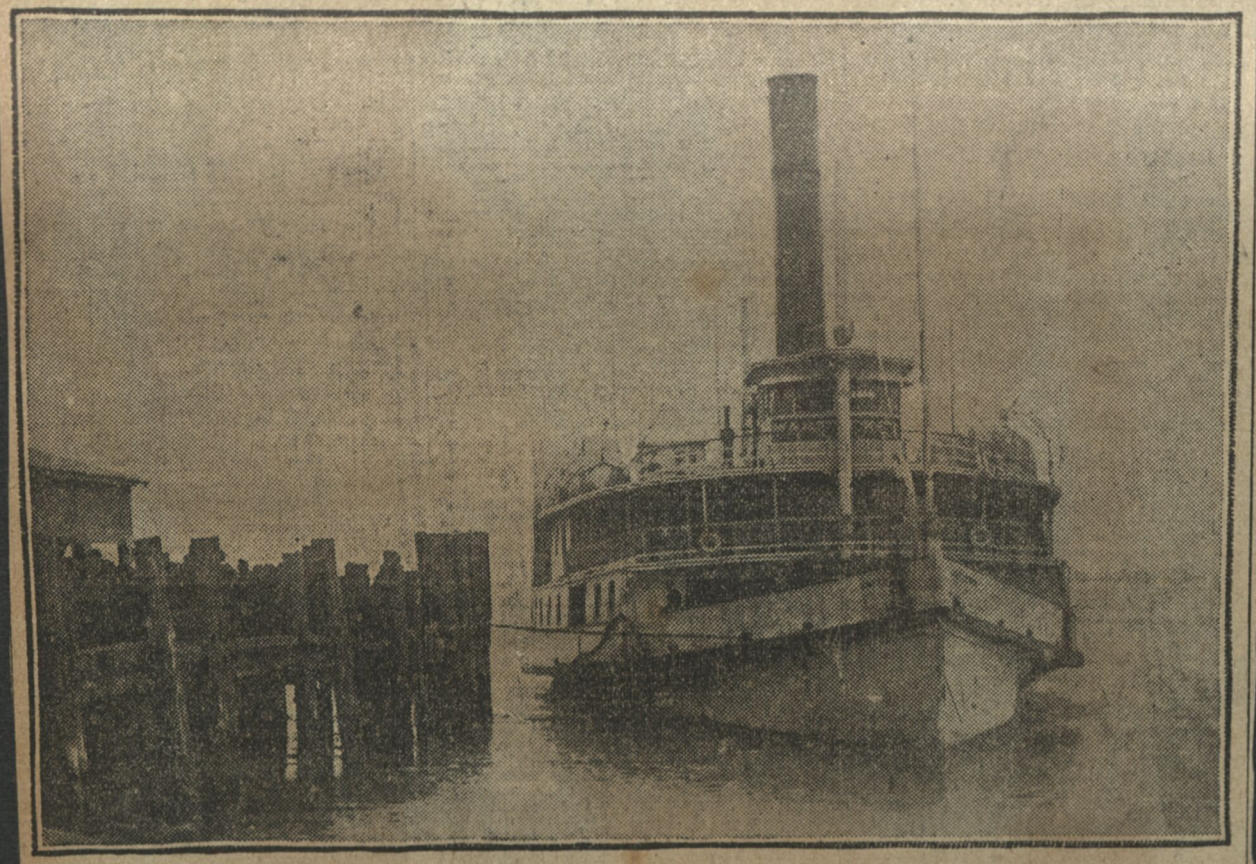
The volume is well arranged and is a valuable history of a very interesting corner of the world. It contains in addition to the story of the steamboats a chronological record of freeze-ups and a story of the famous "camels," the huge floating drydocks that used to carry ships over the bar, where the water so decreased in depth that Nantucket eventually lost her shipping.

Messrs. Constable announce for publication in connection with the

ISLAND FREE FROM ICE BLOCKADE

CROWDS AT NANTUCKET CHEER ARRIVAL OF FIRST STEAMER DURING NINE DAYS

The Steamer Nantucket, Loaded with Provisions, Drawing up to Her Pier at Nantucket After Being Kept Away for Over a Week by Ice—The Crowds on the Pier Can Easily Be Seen, as Everybody in the Isolated Town Was Ready to Welcome the Craft with Its Loads of Newspapers and Supplies of Fresh Meat.



Boys Ran About Town Distributing Yeast Cakes.

[Special Dispatch to the Boston Herald.]

NANTUCKET, March 3, 1907. The nine days' ice blockade of this island is over, for the steamer Nantucket came up to her dock from Woods Hole.

Hundreds of people were on the dock, and their cheers, mingled with the ringing of bells, expressed the joy of the people at once more being in connection with the outside world.

The revenue cutter Dexter left here at 7:30 with mails and passengers and two hours later the Nantucket entered the harbor. The only ice encountered was near Brant point, and Capt. Furber had no difficulty in breaking out a channel. After making two sweeps of the harbor, cutting out the main body of ice, the steamer ran up to the dock, where the great crowd cheered loudly.

A feeling of relief has filled the community, and the privations and discomforts of the winter are at an end. About 40 barrels of kerosene were landed, besides tons of meats and provisions.

Boys were sent about town with yeast cakes at once, and tonight every household on the island is enjoying fresh bread, after subsisting on "quick biscuit" for over a week.

The rush for copies of The Boston Herald was unprecedented, and Jernegan's news stand was besieged with an immense throng, it being the first time the islanders have seen a daily paper since Feb. 23, and loud expressions of approval were heard on all sides for The Herald and its enterprise.

After discharging freight the steamer returned to Woods Hole and will make her regular trip tomorrow.

Passengers on the Dexter were Dr. Walter I. Smith of Nantucket, Hollis Bennett of Boston, Edward P. Tice of New York, Capt. F. Neves of Nantaucket, H. C. Phillips of Boston and F. A. Dillingham of New York.

On the steamer Nantucket today for Woods Hole were Miss Grace Orpin of Wakefield, Mrs. Jane Perry and maid of Nantucket, Mrs. Harry Myrick and children of Nova Scotia, Mrs. A. F. Day of Roslindale, William C. L'Hommedieu of Nantucket.

Catarrh of nose or throat immediately relieved and ultimately cured by use of "Boro-Formalin." (Elmer & Amend.)—Adv.

Depended on Herald's Island Edition for News

WOODS HOLE, March 3, 1907. Steamer Nantucket, Capt. Furber, with a heavy cargo of freight, and a Boston Herald representative among the passengers, left Woods Hole at 4 P. M. Saturday.

It put in at Vineyard Haven until Sunday morning at 6 A. M., and reached Nantucket at 9:15 this morning. The southwest wind of Saturday, combined with rain and fog, had forced the ice from the island, and save for a light field near the steamboat landing, all vestige of the grasp of the ice king had vanished.

The vast quantity of mail and newspapers was a reminder that for nine days, save by the island edition of The Boston Herald, the outside world was shut off.

No criticism relative to the steamboat not reaching the island before was heard. On the contrary, an old sea captain said: "Capt. Furber is all right for to yesterday noon he could not have reached the jetties, and the revenue cutter Dexter last night made no attempt to make a landing at the wharf."

March 4, 1907.

THE BOSTON HERALD---MONDAY.

N. B. Standard

A FEW NEW BOOKS.

THE INTERESTING STORY OF THE ISLAND STEAMERS.

Poems in the Provencal by the Father of Rev. M. C. Julien—Volumes on Various Topics for Readers of Various Tastes and Sentiments.

A history of the steamers which have plied their way between this city and the island of Nantucket has just appeared from the press of The Inquirer and Mirror of Nantucket, written by the editor of that paper, Harry B. Turner. The history covers about one hundred years, beginning with the appearance of the Eagle in Nantucket Sound in June, 1818, only eight years after the Clermont made her trip between New York and Albany. The promoters of the line between this island and the mainland claim the honor of establishing the first schedule of steam navigation in New England; for the steamer used in Boston a few months previous had made only excursion trips. The Eagle made regular trips to Nantucket for three months during this year, her record speed being eight hours and seven minutes, but the venture proved unprofitable and the Eagle was sold for service between Boston and Hingham. For six years after this, there was no steamboat communication between Nantucket and New Bedford. Another attempt to install service was then made by a Nantucket captain, but this, too, proved unsuccessful. Then came the Hamilton in the spring of 1828 which served till fall, when it was deemed a failure and given up. The Hamilton was of even a cruder model than the Eagle. William R. Easton said of it, "She was a complete failure as a steamboat, and was built low in the water, with only a deck, and had not power enough to get out of her own way. When off Brant Point, bound to New Bedford, in the strength of the tide, I have seen this boat held at bay for some minutes; and when she drew near to Woods Holl, the order would be given, 'Throw under a tar barrel!' and the famous Hamilton would be spirited through by that means."

The next steamboat to be taken into service was the Marco Bozzaris, built for Nantucket service by the aid of Jacob Barker, a wealthy and influential man of Nantucket lineage, a broker of New York and Liverpool. Much interest is attached to the naming of this vessel. Fitz-Greene Halleck, while in the employ of Mr. Barker, was one morning found by

...tendance upon the Republican con... ...ention at Chicago that nominate... ...governor, at work on th... ...the passed measur... ...executive c...

...esting tales of thrilling experien... ...from ice blockades and... ...wrecking." ...only ... ...lost in accidents. The worst experience encountered by any of the steamers was that which occurred in 1898, when the Gay Head and the Nantucket met in collision during a period of dense fog on Vineyard sound.

Following the account of the steamboat development comes a chronological outline of Nantucket's "freeze-ups." The Story of the Camels, and some reminiscences of early steamboat days by a correspondent in The Inquirer and Mirror in 1872. The whole sketch of this phase of local history will be of especial interest to New Bedford and Nantucket readers

ISLAND FREE FROM ICE BLOCKADE

CROWDS AT NANTUCKET CHEER ARRIVAL OF FIRST STEAMER DURING NINE DAYS

The Steamer Nantucket, Loaded with Provisions, Drawing up to Her Pier at Nantucket After Being Kept Away for Over a Week by Ice—The Crowds on the Pier Can Easily Be Seen, as Everybody in the Isolated Town Was Ready to Welcome the Craft with Its Loads of Newspapers and Supplies of Fresh Meat.

Boys Ran About Town Distributing Yeast Cakes.

[Special Dispatch to the Boston Herald.]

NANTUCKET, March 3, 1907. The nine days' ice blockade of this island is over, for the steamer Nantucket came up to her dock from Woods Hole.

Hundreds of people were on the dock, and their cheers, mingled with the ringing of bells, expressed the joy of the people at once more being in connection with the outside world.

The revenue cutter Dexter left here at 7:30 with mails and passengers and two hours later the Nantucket entered the harbor. The only ice encountered was near Brant point, and Capt. Furber had no difficulty in breaking out a channel. After making two sweeps of the harbor, cutting out the main body of ice, the steamer ran up to the dock, where the great crowd cheered loudly.

A feeling of relief has filled the community, and the privations and discomforts of the winter are at an end. About 40 barrels of kerosene were landed, besides tons of meats and provisions.

Boys were sent about town with yeast cakes at once, and tonight every household on the island is enjoying fresh bread, after subsisting on "quick biscuit" for over a week.

The rush for copies of The Boston Herald was unprecedented, and Jernegan's news stand was besieged with an immense throng, it being the first time the islanders have seen a daily paper since Feb. 23, and loud expressions of approval were heard on all sides for The Herald and its enterprise.

After discharging freight the steamer returned to Woods Hole and will make her regular trip tomorrow.

Passengers on the Dexter were Dr. Walter I. Smith of Nantucket, Hollis Bennett of Boston, Edward P. Tice of New York, Capt. F. Neves of Nantaucket, H. C. Phillips of Boston and F. A. Dillingham of New York.

On the steamer Nantucket today for Woods Hole were Miss Grace Orpin of Wakefield, Mrs. Jane Perry and maid of Nantucket, Mrs. Harry Myrick and children of Nova Scotia, Mrs. A. F. Day of Roslindale, William C. L'Hommedieu of Nantucket.

Catarrh of nose or throat immediately relieved and ultimately cured by use of "Boro-Formalin." (Elmer & Amend.)—Adv.

Depended on Herald's Island Edition for News

WOODS HOLE, March 3, 1907. Steamer Nantucket, Capt. Furber, with a heavy cargo of freight, and a Boston Herald representative among the passengers, left Woods Hole at 4 P. M. Saturday.

It put in at Vineyard Haven until Sunday morning at 6 A. M., and reached Nantucket at 9:15 this morning. The southwest wind of Saturday, combined with rain and fog, had forced the ice from the island, and save for a light field near the steamboat landing, all vestige of the grasp of the ice king had vanished.

The vast quantity of mail and newspapers was a reminder that for nine days, save by the island edition of The Boston Herald, the outside world was shut off.

No criticism relative to the steamboat not reaching the island before was heard. On the contrary, an old sea captain said: "Capt. Furber is all right. Up to yesterday noon he could not have reached the jetties, and the revenue cutter Dexter last night made no attempt to make a landing at the wharf."

March 4, 1907.

THE BOSTON HERALD---MONDAY.

N. B. Standard

A FEW NEW BOOKS.

THE INTERESTING STORY OF THE ISLAND STEAMERS.

Poems in the Provencal by the Father of Rev. M. C. Julien—Volumes on Various Topics for Readers of Various Tastes and Sentiments.

A history of the steamers which have plied their way between this city and the island of Nantucket has just appeared from the press of The Inquirer and Mirror of Nantucket, written by the editor of that paper, Harry B. Turner. The history covers about one hundred years, beginning with the appearance of the Eagle in Nantucket Sound in June, 1818, only eight years after the Clermont made her trip between New York and Albany. The promoters of the line between this island and the mainland claim the honor of establishing the first schedule of steam navigation in New England; for the steamer used in Boston a few months previous had made only excursion trips. The Eagle made regular trips to Nantucket for three months during this year, her record speed being eight hours and seven minutes, but the venture proved unprofitable and the Eagle was sold for service between Boston and Hingham. For six years after this, there was no steamboat communication between Nantucket and New Bedford. Another attempt to install service was then made by a Nantucket captain, but this, too, proved unsuccessful. Then came the Hamilton in the spring of 1828 which served till fall, when it was deemed a failure and given up. The Hamilton was of even a cruder model than the Eagle. William R. Easton said of it, "She was a complete failure as a steamboat, and was built low in the water, with only a deck, and had not power enough to get out of her own way. When off Brant Point, bound to New Bedford, in the strength of the tide, I have seen this boat held at bay for some minutes; and when she drew near to Woods Holl, the order would be given, 'Throw under a tar barrel!' and the famous Hamilton would be spirited through by that means."

The next steamboat to be taken into service was the Marco Bozzaris, built for Nantucket service by the aid of Jacob Barker, a wealthy and influential man of Nantucket lineage, a broker of New York and Liverpool. Much interest is attached to the naming of this vessel. Fitz-Greene Halleck, while in the employ of Mr. Barker, was one morning found by th[illegible] tendance upon the Republican con[illegible] vention at Chicago that nominate[illegible] Blaine, the governor, at work on th[illegible] "30-day bills" as the passed measur[illegible] left unacted upon by the executive o[illegible] adjournment were called, in pursu[illegible] ance of his habit to talk out wh[illegible] was on his mind to any one in whos[illegible] he had the slightest degree of con[illegible] fidence, said to the Old Political P[illegible] ried 224 visitors to the "annual-shearing," the old-time fete day of Nantucket, made occasional excursions to Hyannis.

In 1832, a steamboat company was formed, backed by Jacob Barker. The steamer Telegraph was constructed and began regular trips in October, 1832. Soon, however, the company recognized the need of a larger one, and built the Massachusetts. From this time, the success of a steamship line was assured, and improvements were made each year to keep up with the times.

The events following this, which are described in this sketch, show the wonderful growth in the means of communication between the islands and New Bedford. In 1840, and in 1856, cables were laid between these places, which, however, proved [illegible] rival [illegible] the number of [illegible] luding the Eagle's Wing, Island Home, Naushon, Metacomet, Marthas Vineyard, Gay Head and others all show the success of the movement for uniting Nantucket more closely to the mainland. The account of the progress includes interesting tales of thrilling experiences from ice blockades and collisions, of "wrecking" done by the steamers, and [illegible] that in all the ninety-two years of steamboating across Nantucket Sound, only three lives were lost in accidents. The worst experience encountered by any of the steamers was that which occurred in 1898, when the Gay Head and the Nantucket met in collision during a period of dense fog on Vineyard sound.

Following the account of the steamboat development comes a chronological outline of Nantucket's "freeze-ups." The Story of the Camels, and some reminiscences of early steamboat days by a correspondent in The Inquirer and Mirror in 1872. The whole sketch of this phase of local history will be of especial interest to New Bedford and Nantucket residents

CAMPAIGN PICTURE MAKES TROUBLE FOR NORMAN WHITE

NORMAN H. WHITE.
The Picture That Caused the Comment.

NORMAN H. WHITE,
As He Really Is.

Ever since Norman White put out his campaign lithographs there has been a lot of good-natured comment about them. The shading in the cut gives one the impression that he is dark hued. His hair is naturally curly and the impression of many after looking at the cut is that he is a colored man.

At first Norman took the joshing good naturedly and he still refuses to discard the campaign pictures which caused the comments, many thousands of which have been distributed all over the state. The other night, at Worcester, where he spoke, he evidently treated the matter seriously, for he is quoted as saying that his opponents were circulating a report that he was three parts colored.

The Globe reproduces today a copy of the campaign cut which has started the wagging tongues of his opponents and also its own stock cut of the Brookline man.

ISABEL IRVING AT HOME

From THE NEW YORK DRAMATIC MIRROR

ISABEL IRVING

AN INDUSTRIOUS MOLLUSC

ISABEL IRVING

Tramp Loaf Reaches Nantucket

MUCH BE-TAGGED BIT OF BREAD STARTED ON ITS WANDERINGS YEAR AGO, PASSED ALONG BY EXPRESSMEN.

NANTUCKET, March 29, 1907.

IT is just a loaf of stale bread, almost as hard as a brick, and bearing scars of many a knock and dig; yet it has already travelled thousands of miles about this country, with no apparent destination.

From Canada to the Gulf of Mexico, from the Pacific coast to the Atlantic, it has been wandering about from month to month, until it reached Nantucket this week. It is without an owner, and, in fact, does not even bear a wrapper, yet it is one of the greatest curiosities that ever fell into the hands of an express company.

Who sent it out upon its erratic travels is not known, but it is now up to the express agents throughout the United States to keep the bread moving.

Around the centre of the loaf is a piece of heavy twine, and to this are attached countless tags of all descriptions, fastened by persons into whose hands it has fallen, each of whom adds a bit of spicy humor with the name of his city or town, and then forwards it to some place it has not previously visited.

Already the tags weigh more than the loaf itself, which is now bound on a tour down the cape, accumulating like a snowball as it travels along from one town to another.

How long the bread has been in existence is hard to conjecture, but from the general appearance of the loaf it must have been made by some careful housewife a number of years ago. Charles L. Marks, the local express agent, added as his contribution, "It's a good thing—push it along!"

It went—to Hyannis, this morning. The agent in Philadelphia evidently thought a sea voyage would be of benefit to the bread, so sent it to Nantucket "to take a bath." It needed it, but did not get it.

Some one in the far West had added, "My destination is hell!". No one appears to know the proper route to take, so the bread continues its wanderings.

BRIDAL COUPLE STEALS OFF TO UNKNOWN PLACE

Under Cover of Night, Mr. and Mrs. M. W. Boyer Fool Their Friends and Leave Card Marked "Did You Ever Get Left?"

[Special Dispatch to the Boston Herald.]

NANTUCKET, Oct. 9, 1906. Mr. and Mrs. Maurice W. Boyer, a young couple who were married here last evening, have outwitted their friends by a clever scheme, and for nearly 24 hours they have succeeded in keeping their whereabouts a secret. Almost the entire population has become interested in their escape from their friends and scores of clews have been followed throughout the day without success.

After the ceremony last evening the couple went to the home of the groom for the night and about midnight both responded to a serenade, since which time they have not been seen by any one.

About 100 of their friends gathered on the wharf this morning to give the couple a sendoff when they boarded the steamer for their honeymoon trip. The bridal hack was driven down to the gangplank by the bride's father with the proper ceremony, but when the door was opened all it contained was a placard bearing the words, "Did you ever get left?"

The driver was deluged with rice and old shoes by the indignant crowd and fled from the wharf for safety. It has been learned for certain that they are not in town. The opinion is held by some that they were on board a coasting vessel which sailed at daylight, but a report comes from the Madaquet life saving station that some unknown persons are occupying a fish house on the west end of the island. The crew think it is the missing bridal couple.

The bride was Miss Zetta Folger Smith, daughter of Mr. and Mrs. W. H. H. Smith and until recently a popular teacher in the public schools of Nantucket. The groom is a photographer.

MOTHER CASTS HER INFANT OVERBOARD

M'ARTHUR LEAVES PACIFIC COMMAN

"The people of the Bermuda islands are so slow," said W. W. Whitney, "and they regard New Yorkers with such curiosity that when they see any one in a hurry, they say there is some one from New York."

The Nantucket Steamboats

The Story of the Island Steamers. By Harry B. Turner. Illustrated. Nantucket: The Inquirer and Mirror Press.

Transcript

THIS little volume has been prepared for the purpose of preserving interesting records and anecdotes in connection with the many steamboats which have run to Nantucket, from the first venture in 1818 when the "awkward little boat of about eighty tons," called the Eagle, crossed the sound, up to today, and including every boat which has followed the course of the Eagle. That famous boat has the additional distinction of having towed the first vessel into Nantucket under steam, that also in 1818. There are many entertaining stories in connection with the old Marco Bozzaris and her various excursion trips. The Telegraph was the nucleus of the Nantucket Steamboat Company's fleet, and she was followed by the Massachusetts, Eagle's Wing, Island Home and many others of more recent date. It is interesting that among all the steamboats engaged in Nantucket trade only one was built on the island, the Island Belle, which made her first trip in 1876. The largest boat in the fleet was the Gay Head, built in 1891, and more than eight times the tonnage of the first boat, the Eagle. The first steel boat to run to the island was the Uncatena, built in 1902.

The volume is well arranged and is a valuable history of a very interesting corner of the world. It contains in addition to the story of the steamboats a chronological record of freeze-ups and a story of the famous "camels," the huge floating drydocks that used to carry ships over the bar, where the water so decreased in depth that Nantucket eventually lost her shipping.

Dec 11, 1909

NANTUCKET'S CURIOUS MILL.

Windmill Constructed by Sailor Who Got His Idea From Visit to Holland.

New York Herald: Who recalls now the name of Nathan Wilbur, and how many readers of The Herald have seen the corn grinding windmill which he built on the Island of Nantucket, 163 years ago? Wilbur was a sailor who had visited Holland and had found the Dutch using wind driven canvas wings for the sawing of lumber and the conversion of grain into food products. Returning from abroad with a plan in his head, he set about constructing a mill of his own. Oaken beams washed ashore furnished material for the framework, while deck plankings detached from shipwrecked vessels served the exterior. With the aid of an old spruce mast, a capstan was connected with the mill for resort to hand-power when air currents were lacking. Using wooden pins and hickory cog teeth for the wheels, Wilbur shaped the structure with tools brought from England and the visitor to Nantucket still looks with wonder on the fifty-foot-high windmill completed by an American sailor in the year 1746. For over a century this successful bit of amateur work ground corn, and has been in disuse, through lack of repairs, for not more than about twenty-five years. The last miller who operated it was John Francis Sylvia, a Portuguese, who had for assistant Peter Hoy, a veteran of the Civil War. The last time when the great vanes were set in motion was in the early eighties. A few bushels of corn were then ground into meal to be sold in paper bags at 10 cents each as souvenirs. The ancient landmark is now owned by the Nantucket Historical Association, which opens it each year as a sort of museum.

A Voice From Nantucket.

A timely offering at this Christmas season turns the thoughts from the attractions of the theatres and the enticements of department store bargains to that delightful and reasonably self-complacent island of Nantucket, twenty-six miles out at sea, and, if the winter is hard enough, likely to be shut off for weeks from the news and pother of the busy world. The natives are cuddling all by themselves now, rid of lucrative but disturbing coofers, and the church sociables and literary societies are in full blast, while our esteemed contemporary, the *Inquirer and Mirror*, provides them weekly with all the news they care for. The pupils in Admiral ISRAEL COFFIN'S school are imbibing the knowledge that will enable them to make their way on the mainland, and the guardians of MARIA MITCHELL'S house and the old windmill, and the oldest house on the island, and the museum, and the other fifteen cent attractions are resting from their labors in taking in coofer coin. Even the "Peanut man" finds leisure now to turn to poetry. Only the life savers at their stations, from Maddequit and Sankaty to Coatue and Great Point, are kept busy at their winter work.

This then is the appropriate time for Mr. HARRY B. TURNER to present to all true Nantucketers "The Story of the Island Steamers," which the *Inquirer and Mirror* publishes and for most of the information in which its files are the source. It goes back to the happy days when Nantucket was an important seaport, with its whaling fleet and its shipbuilding, a period to which every Nantucket tale harks back and which has left its mark in many a comfortable brick mansion in its quiet streets. It is a respectable and romantic past to look back to, though we doubt whether the present neat islanders, with their spick and span houses, their trim gardens and their conspicuous "Keep Our Town Clean" rubbish barrels, and their pride in keeping the devil wagons off their sands, would have felt comfortable in the bustle and confusion and dirt that formed part of the whaling days. Like the fire of 1846, they are something to boast of and not for modern use.

The steamer traffic began with the little Eagle in 1818 which made the trip between New Bedford and the island in eight hours and some minutes, not so much behind the time of the modern Gay Head. Then there is the record of the old Island Home that was the chief means of communication with Nantucket for forty years, when Hyannisport was the mainland port. They preserve some fragments of the old boat in the island museum. After that come the steamers known to modern travellers. More interesting than the steamer history, however, is the record of the times when Nantucket has been frozen up; years when the ice stretched out so far that the water could not be seen from the island, times when passengers and mails would only be landed on the ice miles out. Those were days when the islanders were left to their own resources, when for a week or ten days at a time they could get no news of the outside world. There was an instance two years ago.

We should envy these idyllic conditions and feel like secluding ourselves in newsless Nantucket more if the island did not possess that destroyer of ocean rest, the wireless telegraph. Sconset is a main station for the sea, and lesser lines are in touch with the Massachusetts coast, so that even if the winter freezes Nantucket in, the hum of the world

BOSTON HERALD—THURSDAY, JUNE 12,

NEW NANTUCKET CHURCH EDIFICE CONSECRATED.

Structure Erected for St. Paul's Episcopal Parish by Miss Caroline French, in Memory of Her Father, Jonathan French, Dedicated by Bishop Lawrence.

ST. PAUL'S EPISCOPAL CHURCH, NANTUCKET.
Erected by Miss C. L. W. French of Boston in Memory of Her Father, the Late Jonathan French, and Consecrated Yesterday.

[Special Dispatch to the Boston Herald.]

NANTUCKET, June 11, 1902. An event never before chronicled in the church records of Nantucket occurred today, when Bishop Lawrence of Massachusetts conducted the consecration services of the new stone edifice erected for St. Paul's Episcopal parish by Miss Caroline L. W. French, a resident of Boston, in memory of her father, Jonathan French, who died in May, 1897, the last survivor of the old line of Boston merchants. Bishop Lawrence was assisted by Bishop Codman of Maine, Archdeacon Babcock of Hyde Park and the Revs. Percy Gordon of New Bedford, George Fisher of Woods Hole, William E. Gardner of Swampscott, Preston Barr of New Bedford, H. R. Ryder of Vineyard Haven, and the Rev. G. Herbert Patterson, rector and curate of the parish.

The day's services opened with an early morning holy communion, with Bishop Codman as celebrant, and the consecration services commenced at 10 o'clock, opening with a procession of the clergy and invited guests, headed by the surpliced choir of the church, who received the bishop at the church entrance. The instrument of dedication was presented Bishop Lawrence by Archbishop Samuel G. Babcock, and the sentence of consecration was then read and laid upon the communion table by the bishop. Scripture readings followed by the Rev. William E. Gardner and the Rev. Percy Gordon. The sermon was preached by Bishop Codman, who paid a glowing tribute to the donor of the church, Miss French, and to her late father. Holy communion immediately followed the consecration service, with Bishop Lawrence celebrant.

This evening at 7:30 the services were continued, and a class of 12 was presented for confirmation. Bishop Lawrence conducted the service and preached an eloquent sermon. The singing of the vested choir was excellent, and surpassed anything ever before presented in a Nantucket church. Prof. R. C. Dunham of Brockton presided at the organ.

The new church building is constructed of granite, and is located on the site of the old one on Fair street. It is 84 feet long, 67 feet wide and 39 feet high. The tower is 54 feet high and 17 feet square, and was built to accommodate a set of chimes. The interior of the church shows a richly stained open roof supported by ornamental columns and capitals. There are memorial windows in the east and west ends, which are beautiful pieces of art. The altar and episcopal chair are of oak, as is all the other furniture. The church has a seating capacity of about 500. J. W. Northrup of Bridgeport, Ct., is the architect. The corner-stone of the edifice was laid last September. The entire cost of the edifice is placed at $45,000.

NANTUCKET SIGNS RESOLVE OF THANKS

Whole Town to Show Formal Appreciation of Success of Herald Plan.

NEWSY BULLETINS ARE DISTRIBUTED TO ALL

Hearts of Islanders Are Filled with Thanksgiving and Content.

[Special Dispatch to the Boston Herald.]

NANTUCKET, March 1, 1907. Every reader on the island is signing a resolution of thanks to the greatest newspaper in New England for the interest manifested in their isolation in furnishing them the news. This resolution is being carried around by Billy Clark, the veteran town crier, who, despite his feeble health, is anxious to perform this labor of love.

Nantucket people were again blessed with The Herald's free news bulletins tonight, and so great was the demand for the little leaflets that a second edition was printed.

The townspeople were anticipating the bulletins and the rush was even greater than last night.

Farmers and fishermen living outside the town limits drove into town late this afternoon and waited for the printing of the little Herald. The members of the crews of the life-saving stations were sent to town after copies and within an hour about 600 leaflets were handed out to the news-hungry islanders.

It was an interesting sight and one that does credit to the consideration of The Herald in relieving the strained conditions on this ice-bound island.

So far as known tonight there is not a family on the island that is not enjoying the contents of the newsy bulletins.

The Herald is on everybody's lips. Knots of men gather on the street corners and discuss this new feature of Nantucket's freeze-ups; at sewing circles, lodge meetings and socials tonight this subject is being thoroughly talked over, for Nantucket never before received such advantages as The Herald has given her.

The old salts in the captain's room, tonight, each received a copy of the leaflet and marvelled at the wide range of modern journalism of New England's greatest newspaper.

Billy Clark says he never expected to live to see an edition of The Boston Herald published in Nantucket, but as he delivered Heralds for nearly 40 years, the new departure gave him renewed life and vigor and the islanders were eager to express their thanks by means of the resolution which he has circulated about town.

Copies of tonight's bulletin are to be sent to friends of Nantucketers scattered over all parts of the world, and since last evening's edition became exhausted, nigh prices have been paid for single copies by persons desiring to possess them as souvenirs.

It was the biggest thing a modern newspaper ever attempted in the way of relief for an unfortunate community, and the free distribution of The Herald's news bulletins has banished the discomforts of the freeze-up and filled the hearts of the islanders with thankfulness and content.

A thaw set in today, but the condition of the ice fields is not altogether encouraging tonight. The sound west of Handkerchief lightship is packed with ice, and at dusk Cross Rip lightship was in the midst of the most extensive field of ice since the embargo commenced. Inside the jetty the channel has opened up considerably, but release is not yet assured.

However, Capt. Furber of the steamer Nantucket announced by wire tonight that he would attempt to break into the harbor early tomorrow morning if the weather continues favorably. It will be a difficult undertaking, but all are hoping that it results successfully.

STEAMER FAILED.